

No. 1417

United States Circuit Court of Appeals

FOR THE NINTH CIRCUIT.

APOSTLES ON APPEAL.

ST. PAUL FIRE AND MARINE INSURANCE COM-
PANY,

Appellant,

vs.

THE PACIFIC COLD STORAGE COMPANY,

Appellee.

VOL. III.

(Pages 805 to 1056, Inclusive.)

(EXHIBITS)

Upon Appeal from the United States District Court
for the Western District of Washington,
Northern Division.

FILED

FEB - 4 1907

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(Pages 805 to 1056, Inclusive.)

(EXHIBITS)

Upon Appeal from the United States District Court
for the Western District of Washington,
Northern Division.

*In the United States Circuit Court of Appeals, for
the Ninth Circuit.*

No. —.

THE ST. PAUL FIRE AND MARINE INSUR-
ANCE COMPANY,

Plaintiff in Error,

vs.

THE PACIFIC COLD STORAGE COMPANY,

Defendant in Error.

Stipulation Relative to Printing Original Exhibits.

It is hereby stipulated by and between the plaintiff-appellant, and defendant-respondent in error in the above-entitled cause that there may be omitted from the record, to be printed in said cause, under Rule 23, all of the original exhibits showing the vouchers and expenditures of the defendant in error for forwarding the cargo, the insurance upon which is the subject matter of this cause, except as the same are contained in the adjustment as proposed and made by J. B. Alexander, it being admitted that the items of said expenditures as recited in said ad-

justment are correct in amount and were expended by the defendant in error.

Dated at Seattle 3 Jan., 1907.

IRA BRONSON,

D. B. TREFETHEN,

Attorneys for Plaintiff-Appellant in Error.

W. H. BOGLE,

Attorneys for Defendant-Respondent in Error.

[Endorsed]: No. 2822. In the Circuit Court of the United States, for the Western District of Washington, Northern Division. The St. Paul Fire and Marine Ins. Co., Plaintiff in Error, vs. The Pacific Cold Storage Co., Defendant in Error. Stipulation Relative to Printing Original Exhibits.

No. 1417. United States Circuit Court of Appeals for the Ninth Circuit. Filed Jan. 8, 1907. F. D. Monckton, Clerk.

In the District Court of the United States, for the Western District of Washington, Northern Division.

2822.

PACIFIC COLD STORAGE COMPANY (a Corporation),

Libelant and Appellee.

vs.

ST. PAUL FIRE AND MARINE INSURANCE COMPANY (a Corporation),

Respondent, Cross-Libelant and Appellant.

Clerk's Certificate to Original Exhibits.

United States of America,
Western District of Washington,—ss.

I, R. M. Hopkins, Clerk of the District Court of the United States for the Western District of Washington, do hereby certify that the hereto attached sealed package, contains all the original exhibits, filed, introduced and used upon the trial and hearing of the above-entitled cause; and that I transmit them to the Circuit Court of Appeals, there to be inspected and considered, together with the apostles on appeal in this cause, pursuant to an order of the District Court for said Western District of Washington, a copy of which said order will be found on page 609 of the apostles herein.

In witness whereof I have hereunto set my hand and affixed my official seal, at Seattle, in said District, this 5th day of December, 1906.

[Seal]

R. M. HOPKINS.

Clerk of said District Court.

MEMORANDUM OF AGREEMENT.

Libelant's Exhibit "B."

Made the first day of October, A. D. 1903, between the Dawson and Whitehorse Navigation Company, of the first part, and The Pacific Cold Storage Company of the second part:

For the consideration hereinafter set forth, the party of the first part agrees that its Steamer known as the "Lightning" shall sail from the Port of Dawson to a point on the Yukon River about 50 miles below Circle city, Alaska, to the Steamer "Robert Kerr," the property of the party of the second part, and that said Steamer "Lightning" shall leave Dawson as soon as possible after her arrival from Eagle, and in any event the said Steamer shall leave at or before the hour of 12 o'clock on Saturday, the Third day of October, instant, and after said Steamer "Lightening" leaves the Port of Dawson as aforesaid, she shall proceed without delay to the said Steamer "Robert Kerr."

The said Navigation Company warrants that the said Steamer "Lightening" shall be kept seaworthy and fit for the voyage and shall be provided with every requisite and with a sufficient crew and provisions, and it agrees to carry a representative of the Cold Storage Company to the said Steamer "Robert Kerr" and back to Dawson.

After proceeding to the said Steamer "Robert Kerr" the Navigation Company agrees to take cargo off the "Robert Kerr," or her Barge, or both as the Cold Storage Company shall elect, to the extent at least of One Hundred Ton weight, and the Navigation Company agrees to carry such further cargo over and above one hundred tons as can be safely carried, having in view the condition of the Yukon

River to an extent as may be required by the Pacific Cold Storage Company. Such additional freight, over and above one hundred tons shall be paid for by the Cold Storage Company at the rate of fifty (\$50.00) Dollars per ton, and the said Cold Storage Company agrees to pay Five Thousand (\$5,000.) Dollars, for the carriage of the said One Hundred tons.

It is agreed between the parties that the Cold Storage Company shall have the right to obtain the assistance of the Steamer "Lightening" in lightering or otherwise relieving the Steamer "Robert Kerr" and her barge, both of which are said to be stranded at a point in the Yukon River, and known as the Yukon Flats, but for such assistance the Cold Storage Company agrees to pay the Navigation Company at the rate of Five Hundred (\$500.00) Dollars per day for each day, the said Steamer "Lightening" is detained beyond the time necessary for her to load her cargo, and for the detaining of the said Steamer for a fraction of a day the Cold Storage Company shall pay the proper proportion of such rate of Five Hundred (\$500.00) Dollars per day.

Should the Steamer "Lightening" fail to leave the Port of Dawson, and to proceed to the Steamer "Robert Kerr" before Twelve o'clock noon on Saturday, the Third day of October, instant, this contract may be declared at an end at the option of the Cold Storage Company.

After obtaining her cargo from the said Steamer "Robert Kerr," and after such delay as may be required by the Cold Storage Company for lightering and relieving the said Steamer "Robert Kerr," the said Steamer "Lightening" shall proceed with due despatch to the port of Dawson with such cargo, and the Cold Storage Company agrees not to hold the Navigation Company liable for any loss or damage to cargo, excepting the same be caused through negligence of the Navigation Company or its employees.

The payment for the carriage of the said cargo shall be made the Cold Storage Company upon the delivery of said cargo in Dawson.

Time shall be strictly the essence of this contract.

In witness whereof, the parties hereto have hereunto set their hands and seals, the day and year first above written.

(Signed) THE DAWSON WHITE-HORSE NAVIGATION CO.

By THOS. O'BRIEN. [Seal]

PACIFIC COLD STORAGE COMPANY.

By CHAS. E. BRYANT,

Mgr. Dawson.

Signed, sealed and delivered in the presence of:

AFFIDAVIT OF EXECUTION.

Canada,

Yukon Territory, to wit:

I, John M. Carson of Dawson in the Yukon Territory, Clerk, make oath and say:

1. That I was personally present and did see the within instrument and duplicate thereof duly signed, sealed and executed by The Dawson and Whitehorse Navigation Company by T. W. O'Brien; and Pacific Cold Storage Company, by Chas. E. Bryant, its manager, Dawson, the parties thereto.

2. The said instrument and duplicate were executed at Dawson, aforesaid.

3. I know the said parties and am a subscribing witness to said instrument and duplicate.

“J. M. CARSON.”

Sworn before me at Dawson in the Yukon territory those 2d day of October, A. D. 1903.

“HENRY O. RIDLEY,”

A Commissioner for Taking Affidavits in and for the Yukon Territory.

[Endorsed]: No. 2822. United States District Court, District of Washington, Northern Division. Pacific Cold Storage Co., Libelant, vs. St. Paul Fire & Marine Ins. Co., Respondent. Libelant's Exhibit “B.” Filed Jan. 28, 1905. A. C. Bowman, U. S. Com'r. Filed in the District Court, Western Dist.

of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Libelant's Exhibit "B." Received Dec. 20, 1906. F. D. Monckton, Clerk.

Libelant's Exhibit "C."

This agreement made the 31st day of October, A. D. 1903, between The Pacific Cold Storage Company, of Dawson in the Yukon Territory, hereinafter called the "company" of the first part, and H. N. Ford, of Eagle, in the Territory of Alaska, of the second part.

Whereas the company owns about seventy tons of meats, poultry, etc., which are cached on or near the Yukon Territory, about eighty miles below Eagle in the Territory of Alaska.

And whereas the company is desirous of having the said meats, poultry, etc., which were part of the cargo of the steamer "Robert Kerr" and which were transferred to the steamer "Lightning" freighted to its head place of business in Dawson aforesaid.

And whereas the company is desirous of having from thirty to forty tons of the said cargo brought to Dawson at the earliest possible date and in any event not later than the 20th day of December, 1903, in order that such proportion of the said meats, poultry, etc., shall be available for the Christmas trade in Dawson aforesaid, as the market prices and demand

will be better before the 25th day of December than subsequent thereto.

And whereas the said Ford has agreed to freight the said seventy tons more or less to Dawson on the terms and conditions hereinafter set forth.

Now it is hereby agreed as follows:

The said company in consideration of the agreements hereinafter contained on the part of said Ford agrees to furnish to the said Ford two Mule teams consisting of four mules to each team, together with sleds and harness for such teams to the said Ford in order that the same may be used by said Ford in freighting the said goods above mentioned to Dawson, which said teams the said Ford agrees after delivery to him to properly feed and properly care for as long as they are in his possession.

The said Ford agrees that he will, for the consideration hereinafter named, at the earliest possible moment after the Yukon River freezes over proceed with the said mules and equipment and with such further teams as may be necessary for the freighting of the said goods to the point where the same are cached on the Yukon River and that he will with the utmost dispatch bring to Dawson from thirty to forty tons of the said goods and being the portion thereof which shall be indicated by the company or its agent and that he will during the transit of such goods between the said point where they are cached and Dawson

properly care for same and will have such goods covered by sufficient tarpaulins during the transit and that he will take all such steps as are proper in the protection of such goods during the transit aforesaid and he said Ford further agrees that he will deliver such thirty or forty tons of the said stock to the company at Dawson as early as possible but in any event not later than the 20th day of December, 1903.

The said Ford further agrees for the consideration hereinafter named, that he will bring the balance of the said seventy tons or thereabouts from the said point on the Yukon River to the company at Dawson with as little delay as possible and that he will in any event deliver the balance of the said meats, poultry, etc., on or before the 10th of January, 1904, and that during the transit of such goods that he will properly protect the same and cover with tarpaulins in the manner above indicated, all of the said goods to be delivered as hereinbefore provided, being such goods as shall be indicated by the company or its agent.

Provided however and the company agrees that should said Ford deliver the said goods agreed by him to be delivered on or before the 20th day of December, 1903, before the said 20th day of December, 1903, that it will extend the time for delivery of the goods agreed to be delivered on or before the 10th day of January, 1904, such extension of time to be limited to the number of days between the date of such delivery

first mentioned and the said 20th day of December, 1903.

The said Ford further covenants and agrees with the company that he will before starting upon the delivery of the said goods obtain and furnish to the company's agent at Eagle a good and sufficient bond to the satisfaction of the said agent at Eagle in the sum of five thousand dollars for the due performance of his part of the contract herein contained as well as such additional contract for delivery of further goods if the company shall elect as hereinbefore provided, to have the said Ford bring further goods to Dawson under the terms of this contract, and the providing of such bond shall be a condition precedent to the said Ford entering upon the carrying out of this contract.

The said company agrees to pay for the freighting and delivery of the said meats, poultry, etc., to the said Ford, the sum of twelve and one-half (12-1/2) cents per pound, for packages as delivered as follows: eighty (80%) per cent of such rate per pound shall be paid by the company to the said Ford as the said goods are delivered in good order to the company at Dawson and the balance of the said rate shall be paid by the company to the said Ford upon the completion by the said Ford of his contract by the delivery of the amount of goods contracted for in good order under the terms hereof.

Upon the completion of the delivery of the said goods to the said company the said Ford agrees to forthwith return to the company in good order the said mules to be delivered to him under the terms hereof, also the said sleds and harness and in the event of any of said mules, harness or sleds being lost or destroyed or should the said Ford for any good reason be unable to deliver the same back to the company in good order, he shall pay to the company the value thereof upon the following basis: for each and every mule which shall not be returned to the said company the sum of \$250.00; for each and every sled which shall not be returned to the said company the sum of \$100.00; for each and every set of harness which shall not be returned to the said company the sum of \$50.00.

The said Ford agrees to make all necessary arrangements as to taking the necessary mules, horses and equipment from the Yukon Territory into the Territory of Alaska and also such arrangements as may be necessary for bringing from the Territory of Alaska such mules, horses and equipment as may be necessary in the carrying out of this contract, such arrangements to be made in such a manner as to avoid unnecessary delay and the said Ford shall also provide all necessary drivers and labor requisite for the due performance of this contract including the loading and unloading of the said goods.

The said company agrees to make all necessary arrangements as to the Customs for the bring of the said meats, poultry, etc., from the Territory of Alaska into the Yukon Territory, such arrangements to be made in such a manner as to avoid unnecessary delay.

In the event of any of the said meats, poultry, etc., being damaged, lost or destroyed or made unsalable while the same are in charge of the said Ford he shall make such loss or damage good to the company and for the purpose of arriving at the amount of such loss or damage it is agreed that the said goods shall be valued at their invoice price, with the actual freight, insurance and duty, if any, added.

It is further agreed by and between the parties hereto that upon the arrival of the first consignment of said goods at Dawson, being the portion consisting of thirty or forty tons to be delivered on or before the said 20th day of December, 1903, the said company shall have the option of requiring the said Ford to deliver a further quantity of goods consisting of about thirty tons from at or near the same point above indicated on the Yukon River to their premises at Dawson under the said terms as to price, time of payment and in all other respects as herebefore set forth except that the said Ford shall be given until the 20th day of February, 1904, to deliver such additional goods and the said Ford hereby agrees that in

the event of the said company so electing to have him bring to Dawson such further quantity of goods, that he will deliver the same in good order and subject to all the conditions hereinbefore set forth and that such delivery will be made at Dawson on or before the said 20th day of February, 1904.

It is further agreed that in the event of the company electing to have such further amount of goods delivered by the said Ford that the balance of twenty (20 %) per cent. of the price to be paid said Ford for freighting shall be postponed on all of the goods delivered hereunder until the said additional amount of goods be delivered to the company in good order under the terms hereof.

It is further agreed by and between the parties hereto that in the event of the said Ford failing to deliver the portion of the said goods above agreed by him to be delivered on or before the 20th day of December, 1903, that the said company shall have the right to forthwith determine this agreement and thereupon the said Ford shall forthwith re-deliver to the company the said Mules, sleds and harness obtained by him under the terms hereof.

Provided that when the said seventy tons or thereabouts shall have been delivered by the said Ford in good order under the terms hereof the said bond shall be delivered up by the company to the said Ford.

Any delay occasioned to the said Ford for any

period during which the weather ranges below fifty degrees below zero such delay shall not be counted against him in the carrying out of this contract but any delay so caused shall not in any manner excuse delays from any other cause whatever, but the said Ford agrees that he will not allow weather as above indicated to delay him in the delivery of any portion of said goods beyond what he finds to be absolutely necessary.

It is agreed that time shall be strictly of the essence of this agreement.

In witness whereof the parties hereto have hereunto set their hands and seals the day and year first above written.

PACIFIC COLD STORAGE COMPANY.

By CHAS. E. BRYANT. [Seal]

Mgr.

“H. N. FORD.”

Signed, sealed and delivered in the presence of:

“HENRY E. RIDLEY.”

Know all men by these presents that we Carl M. Johanson, of Eagle, in the Territory of Alaska, and V. L. Beirington, of the same place, are held and firmly bound unto the Pacific Cold Storage Company, of Dawson, in the Yukon Territory in the penal sum of five thousand (\$5,000) dollars of lawful money to be paid to the said Pacific Cold Storage Company or

to its successors or assigns, for which payment well and truly to be made, we jointly and severally bind ourselves, our and each of our heirs, executors and administrators firmly by these presents.

Sealed with our seals and dated this 23d day of November, 1903.

The condition of this obligation is such that if H. N. Ford of Eagle in the Territory of Alaska, do well and truly perform and carry out the terms of a certain contract of freighting and delivery of meats, poultry, etc., dated the 31st day of October, 1903, entered into between the said H. N. Ford and the Pacific Cold Storage Company of Dawson, and a copy whereof is hereto annexed, this obligation shall be void, but otherwise shall be and remain in full force and effect.

“H. N. FORD.”

“CARL M. JOHANSON.” [Seal]

“V. L. BERINGTON.”

Signed, sealed and delivered in the presence of:

“U. G. MYERS.”

“J. H. VAN ZANDR.”

United States of America,
District of Alaska,
Precinct of Eagle,—ss.

This is to certify, that on this 23rd day of November, A. D. 1903, before me, U. G. Myers, a Notary Public in and for the District of Alaska, personally

appeared Carl M. Johanson and M. L. Bevington, well known to me to be the identical persons who signed and sealed the foregoing bond, and acknowledged to me, each for himself and not one for the other, that he signed the same freely and voluntarily for the uses and purposes therein mentioned.

Witness my hand and official seal the day and year in this certificate first above written.

“U. G. MYERS,

Notary Public in and for the District of Alaska, Residing at Eagle, Alaska.

[Endorsed:] 2822. United States District Court, District of Washington, Northern Division. Pacific Cold Storage Co., Libelant, v. St. Paul Fire & Marine Ins. Co., Respondent. Libelant's Exhibit “C.” Filed Jan. 28, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington, Apr. 13, 1906. R. M. Hopkins, Clerk.

1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Libelant's Exhibit “C.” Received Dec. 20, 1906. F. D. Monckton, Clerk.

Libelant's Exhibit “D.”

This agreement, made the 19th day of December, 1903, between Pacific Cold Storage Company, of Dawson, in the Yukon Territory, hereinafter called the company of the first part, and H. N. Ford of Eagle, in the Territory of Alaska, of the second part.

Whereas, the company owns 50 tons more or less of meats and butter now on steamer "Robert Kerr," on the Yukon River, near Circle City, in the Territory of Alaska.

And whereas the company is desirous of having said meats and butter freighted to its head place of business in Dawson aforesaid at as early date as possible, and whereas the said Ford has agreed to freight the said fifty tons more or less to Dawson on the terms and conditions hereinafter set forth, now it is hereby agreed as follows:

The said company agrees to let said Ford have the use of the mules and outfit received by him from the company and covered by a receipt signed by said Ford, dated the 11th day of November, 1903, which said teams and outfit the said Ford agrees to properly feed and care for as long as they are in his possession.

The said Ford agrees that he will, for the consideration hereinafter named at the earliest time possible and in any event on or before the 22nd day of December inst. proceed with the said mules and outfit and such other teams and outfit as may be necessary for the freighting of the said goods and to the steamer Kerr, and that he will with the utmost dispatch bring to Dawson the said fifty tons more or less of the cargo of the steamer Kerr; and should there be more than fifty tons of said cargo, the portion

which said Ford shall freight to Dawson hereunder shall be the portion indicated by the company or its agent in charge of said cargo, and the said Ford agrees that during the transit of such goods between the said steamer Kerr and Dawson to properly care for same, and that he will have such goods covered by sufficient tarpaulins during transit, and that he will take all such steps as are proper and necessary in the protection of such goods during transit aforesaid, and the said Ford further agrees to deliver the said 50 tons more or less to the company at Dawson at as early a date as possible, and in any event not later than the first day of March, 1904.

The said company agrees to surrender and does hereby surrender and release the bond obtained by said Ford in favor of the company, dated the 23rd day of November, 1903, which bond was executed by Carl M. Johanson and V. L. Bevrington of Eagle, in the Territory of Alaska, and the said Ford covenants and agrees that he will, upon his arrival at Eagle, when proceeding to the said steamer Kerr obtain and furnish to the company's agent at Eagle a good and sufficient bond to the satisfaction of the said agent at Eagle in the sum of five thousand (\$5,000.00) dollars for the due performance of his part of the contract herein contained, and the obtaining of such bond shall be a precedent to the said Ford entering upon the carrying out of this contract.

The said Ford further agrees to extend the option given by him under a certain agreement entered into between the parties hereto on the 31st day of October, 1903, allowing the company to require said Ford to deliver about 30 tons from a point on the Yukon River as indicated in said agreement until the completion of the delivery by him above referred to, and in the event of the company deciding to exercise such option the said Ford shall have until the 20th day of March, 1904, to complete the delivery of the goods covered by such agreement or option.

The said company agrees to pay for the freighting and delivery of said 50 tons more or less the sum of fifteen cents per pound for packages as delivered, as follows: Eighty per cent. of such rate per pound shall be paid by the company to the said Ford as the said goods are delivered in good order to the said company at Dawson, and the balance of the said rate shall be held by the company as security for the delivery of the balance of the goods not yet delivered by said Ford, and covered by the said agreement of the 31st day of October, 1903, the performance of which agreement is hereby extended by agreement between the parties until the 20th day of March, 1904, and upon the completion of the delivery of the goods covered by such last-mentioned agreement the remaining 20 per cent of the contract price herein shall be payable to the said Ford.

The return of the mules and equipment furnished by the company to said Ford as above set forth shall be governed by the terms of the contract in that behalf, dated the 31st of October, 1903, above referred to.

The said Ford agrees to make all necessary arrangement as to taking the necessary mules, horses and equipment from the Yukon Territory into the Territory of Alaska, and also such arrangement as may be necessary for the return of such mules, horses and equipment from the Territory of Alaska to Dawson, such arrangements to be made in a manner so as to avoid unnecessary delay, and the said Ford shall also provide all necessary drivers and labor, feed, etc. and all incidental expenses for the due performance of this contract, including the loading and unloading of the said goods.

The company agrees to make all necessary arrangement as to Customs for the bringing of said meats, etc., from the Territory of Alaska into the Yukon Territory in such a manner as to avoid unnecessary delay.

In the event of any of the said meats, etc., being damaged, lost or destroyed, or made unsalable while the same are in charge of the said Ford, he shall make such loss or damage good to the company and for the

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United States District Court
DISTRICT OF WASHINGTON
NORTHERN DIVISION

Pacific Cold Storage Co.

Libellant

v.

St Paul Fire & Marine Ins Co.

Respondent

Libellant's Exhibit

"9"

FILED - Jan. 28, 1906

Docketed No. 1417
U.S. CIRCUIT COURT OF APPEALS
FOR THE NINTH CIRCUIT
LIBELLANTS EXHIBIT #1

Received DEC. 20, 1906
U.S. DISTRICT COURT, CLERK

A. C. Bowman
U. S. Com'r

FILED IN THE
U.S. District Court
Western Dist. of Washington.

APR 13 1906

A. M. C. Hines
Clerk

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 proceeds from cargo and cargo on hand
 on opening of navigation 1904.

	lbs shipped	Sales to opening of navigation		Amount	lbs	Rate	Amount
		lbs	average price obtained				
Tac Inv 310	2047				2047	30	614 10
Geese	2034				2034	30	610 20
Ducks	10133				10133	12	1266 62
Paper	103923				102923	05	5146 15
Hay							
Tac Inv 309	5396	2476	35	866 60	2920	25	730 00
Bacon							
Tac Inv 307	4002	700	20	140 00	3302	20	660 40
B H Butts	6359				6359	14	890 26
Pull Chucks	12481				12481	25	3120 25
Calves	3284	2156	349	752 44	1128	325	366 60
Beef Ribs	6360	2066	3546	732 60	4294	325	1395 55
Beef Loins	9992				9992	40	3996 80
Fowls	5199	1797	459	824 82	3402	45	1530 90
Broilers	28332				28332	40	11332 80
Turkeys	84509	39792	2805	11161 65	44417	225	9993 82
Mutton	4008				4008	425	1703 40
Ratd Chix	3900				3900	17	663 00
Ham Trim	19228				10228	30	5786 40
Pork Loins							
Tac Inv 306							
Blankets							57 45
Birdingles							9 42
Weaving							1 35
Sweet Pads							13 80
Wagon covers							23 55
Freight							5 63
Tac Inv 305							
Beef	170112	81251	242	19665 16	88851	20	1770 20
Butter	29392	5722	4761	2733 76	24250	40	9700 00
Salt	40000				40000	04	1600 00
Palmer	343				343	125	42 87
Oats	100000				100000	65	5600 00
Oats	200080				200080	05	6004 00
	857474	35990		368703	714624		44035 55

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United States District Court
DISTRICT OF WASHINGTON
NORTHERN DIVISION

Pacific Cold Storage Co
Libellant

v

St Paul Fire & Marine Ins Co

Respondent

Libellant's Exhibit

FILED - Jan 28, 1906

Doccket No. 147
U.S. CIRCUIT COURT OF APPEALS
FOR THE NINTH CIRCUIT

LIBELLANT'S EXHIBIT

Received DEC 20, 1906

FED MONROE, WA Clerk

ACB

FILED IN THE
US District Court
Western Dist of Washington
APR 17 1906

111 - 6,4
Clerk

Libelant's Exhibit "G."

UNITED STATES OF AMERICA.

District of Alaska,
Circle City,
Circle Precinct,—ss.

By this Public Instrument of Declaration and Protest, be it made known and manifest to all whom it may concern, that before me, C. E. Claypool, a Commissioner in and for the said district and precinct, in the District of Alaska, duly commissioned and sworn, and practicing in Circle City, District aforesaid, personally appeared Edwin W. Smith, Master of the Steamer "Robert Kerr," of Tacoma, Washington, of the burthen of about 718 gross tons, and requires me to extend his Protest (the said Master having previously noted in due form of law his intention to protest) and together with him come and appear Cyrus B. Atwell, Engineer, Andrew Larson, mate, and Fred Barton, seaman, all belonging to the aforesaid vessel, all of whom being by me severally, duly and solemnly sworn on the Holy Evangelists of Almighty God, voluntarily and freely depose and say that the said vessel laden with Fresh Meat, and Butter, being in every respect seaworthy, and in all things fitted and provided for her intended voyage,

sailed on the 28th day of August, 1903, from St. Michael, bound to Dawson, That on the 22nd day of September, 1903, the steamer "Robert Kerr" was stranded on a gravel bar in the Yukon River about 55 miles below Circle City, at the time said steamer was proceeding up the river with every prospect of arriving at Dawson in due time. As soon as said steamer was stranded and until she was released and floated, every possible effort was made to release said steamer from the bar; that at that time the water was falling steadily, and when on the 28th of September the steamer was released, the water had fallen so low as to make it impossible to get over the bar above without lightering the cargo, and that the said steamer was lying in the main channel of the river in a most dangerous place if caught in the ice. For this reason it was necessary to lighten the cargo. On arrival of the steamer "Lightning" with barge the cargo was transferred in three trips of the "Lightning" and barge to Circle City, and there distributed between the steamer "Robert Kerr" steamer "Lightning" and the barge. After the said cargo had been divided and loaded, the steamer "Kerr" was too deep to proceed to Dawson, and for this reason was laid up at the mouth of slough at Circle City, into which slough it is the purpose to put the steamer "Kerr" as soon as the cargo is removed. It is very neces-

sary that the cargo should be removed before the break up of the ice in the Spring, thereby lessening the danger of a total loss of steamer and cargo, and lightering the steamer so as to allow her to be moved to a safer place.

In case said cargo was not removed thereby lightering the steamer, there would be great danger of a total loss of both steamer and cargo.

The cargo of the steamer "Lightning" and barge would be a total loss if not removed from said steamer and barge to Dawson during the winter.

And the said deponents on their oaths declare, that the said vessel was at the commencement of the voyage aforesaid, staunch and strong, and had her cargo well and sufficiently stowed, and her hatches properly closed and secured; and that during the said voyage they, together with the rest of the crew on board, used their utmost endeavors to preserve the said vessel and her cargo, tackle and apparel from damage or injury. And that any loss, damage or injury which has arisen or accrued, or that may arise or be sustained, in any way or manner whatever, is solely owing to the accidents and difficulties herein set forth and declared, and not to any negligence, want of skill, vigilance or exertion on the part

of the deponents, or any of the officers or men of the said vessel.

(Signed) Master, EDWIN W. SMITH,
 CYRUS B. ATWELL, Engineer,
 ANDREW LARSON, Mate.
 FRED BARTON,
 _____,
 _____,
 Seamen.

Wherefore, the said Master and Commander as aforesaid, hath requested me to Protest, and I, the said Commissioner, at such, his request, have Protested, and by these presents Do Publicly and Solemnly Protest, against all and every person and persons whom it doth, shall or may concern, and against all and singular the accidents, casualties and circumstances already set forth in the foregoing declaration, on oath, for all manner of losses, costs, damages, charges, expenses and injuries whatsoever, which the said vessel and her cargo on board and the freight by her earned, or to be earned, or either of them or any part thereof, have already sustained, or may hereafter sustain, by reason or means of the foregoing premises.

Thus Done and Protested in Circle City, this 20th day of February in the year of Our Lord one thousand nine hundred and four.

In testimony whereof, I have hereunto set my Hand and affixed my Commissioner's Seal.

[Seal]

C. E. CLAYPOOL,
Commissioner, Circle City.

[Endorsed]: No. 2822. United States District Court. District of Washington. Northern Division. Pacific Cold Storage Co., Libelant, vs. St. Paul Fire & Marine Ins. Co., Respondent. Libelant's Exhibit "G," Filed Jan. 28, 1905. A. C. Bowman, U. S. Commr. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Libelant's Exhibit "G," Received Dec. 20, 1906. F. D. Monekton, Clerk.

Libelant's Exhibit "I."

(Telegram.)

Received at

(Where any Reply Should be Sent.)

No. 2 X R A

73 Paid

San Francisco, Cal 12/14/1903.

Chas Richardson, Tacoma, Washington.

Underwriters under no legal obligation put up money for losses undl amounts same are known but notwithstanding we are trying get reinsurers do so.

Your failure give us prices at which forwarding arranged makes it difficult get them agree. Give us information immediately and let us follow our desire to help you. Reinsurers cant understand your demand for fifty thousand for full settlement when forwarding charges cant possibly exceed fifty per cent of value.

M. C. HARRISON CO. 2:30PM

[Endorsed]: Libelant's Exhibit "I." No. 2822. United States District Court, Western District of Washington, Northern Division. Pacific Cold Storage Co., Libelant, vs. St. Paul Fire & Marine Insurance Company. Respondent. Filed March 27, 1905. A. C. Bowman, U. S. Commissioner. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Libelant's Exhibit "I." Received Dec. 20, 1906. F. D. Monckton, Clerk.

Libelant's Exhibit "J."

San Francisco, Cal., 230 California St.

Portland, Ore., 415 Chamber of Commerce,

Seattle, Wash., 206 Pioneer Block.

Cable Address: "Harrison," A. B. C. Code.

Received

Jun. 22, 1904.

Ans'd _____.

Charles Richardson.

M. C. HARRISON & CO.

Marine Underwriters and Brokers.

Seattle, Washn., June 21st, 1904.

Received of M. C. Harrison & Co., Agents, the sum of Fifteen thousand Dollars account of claim under St. Paul policy No. 360, without prejudice.

PACIFIC COLD STORAGE CO.,

By **F. L. DENMAN,**

Auditor.

[Endorsed]: 2822. Libelant's Exhibit "J." No. —. United States District Court, Western District of Washington, Northern Division. Pacific Cold Storage Co., Libelant, vs. St. Paul Fire & Marine Insurance Company, Respondent. Filed March 27, 1905. A. C. Bowman, U. S. Commissioner.

Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Libelant's Exhibit "J." Received Dec. 20, 1906. F. D. Monckton, Clerk.

Libelant's Exhibit "K."

TELEGRAM.

Received Dec. 14, 1903.

From Charles Richardson, Tacoma, Wash.

Am surprised at the treatment we are receiving regarding insurance. I insist upon prompt action.

TELEGRAM.

Sent Dec. 14, 1903.

To Chas. Richardson, Tacoma.

Underwriters under no legal obligation put up money for losses until amounts same are known, but notwithstanding we are trying get reinsurers do so. Your failure give us prices at which forwarding arranged makes it difficult get them agree. Give us information immediately and let us follow our desire to help you. Reinsurers cant understand your demand for fifty thousand for full settlement when forwarding charges cant possibly exceed fifty per cent of value.

[Letterhead of St. Paul Fire and Marine Insurance
Company.]

San Francisco, Dec. 17, 1903.

Mr. Chas. Richardson, President Pacific Cold Stor-
age Co., Tacoma, Wash.

Dear Sir:—

Kerr Loss:

Your favor to the writer of Dec. 14th just received, and we beg to say that the company is not only willing but anxious to do everything possible to facilitate a settlement of the loss, but you must admit yourself the loss is not known; that is to say, the amount of the loss; therefore, the company does not know what it should pay, neither does the assured know what they should claim from the company. Surely the assured cannot expect to claim a total loss when the telegrams from their own manager in Dawson state positively that the cargo is all intact, that none of it is lost but merely that it is detained.

The suggestion of the writer when last North, which trip was chiefly to look after this matter, was that we would endeavor to make an advance to assist you in getting the cargo forwarded, though, as we told Mr. Bogle if we did this it should be without any prejudice to either side and that it would not admit that the loss should be adjusted or settled one way or another but that we propose it merely as

an assistance to the expediting of the situation. We told him that we felt no legal liability, in fact we are clear on that point, to do this, but that we would communicate with our Home Office and with our reinsurers upon the subject, which we have done. Our Home Office have left the matter to us and part of our reinsurers agreed to make the advance which we recommend, but we are sorry to say that the majority of the reinsurers said "no" and asked us for what price we would settle the entire matter now, taking up our policy. We in turn asked this question and got the reply "\$50,000," which interpreted according to insurance parlance means a loss of more than 80%, and the goods, as we understand it, are worth at Dawson something like \$150,000, and an 80% loss upon the whole of the goods would mean a total of a \$120,000 loss and from the reports of your office and from the reports of your Dawson Manager we cannot figure that in any event there can be a loss greater than \$60,000, which, if we are correctly informed as to the value of the goods, will be considerably less than a 50% loss.

You can therefore see why underwriters would not agree to pay \$50,000 under a policy of \$60,000; in other words, why they would not pay a 80% loss when your own reports show the loss is or will be less than 50%.

It is far from us to raise any technicalities; we want to do everything we can to assist you in the mat-

ter, yet it must be done in a way which will not make our own company or our reinsurers think that we have paid a loss regardless of the conditions of the policy or regardless of the usual methods of settlement or regardless of their interests together. We are equally sure that you do not want anything more than what is right and what you are entitled to.

We regret extremely that the majority of our reinsurers would not agree to make an advance, but we assume that you do not have to pay for forwarding the goods until they actually arrive in Dawson and that the market in Dawson is such that you can realize on sufficient of this meat to meet the necessary expenditures.

What we now ask is that you rush the documents forward at the earliest possible moment and we will have this adjusted by an independent party so that you need not feel that the decisions have been attributed to ourselves. We want to feel in the end just what you had hoped in the beginning, and that is that everything was settled properly.

Yours very truly,
M. C. HARRISON & CO.,
By M. C. H.,
President.

[Endorsed]: Libelant's Exhibit "K." No. 2822.
United States District Court, Western District of
Washington, Northern Division. Pacific Cold Stor-

age Co., Libelant vs. St. Paul Fire & Marine Insurance Co., Respondent. Filed March 27, 1905. A. C. Bowman, U. S. Commissioner. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Libelant's Exhibit "K." Received Dec. 20, 1906. F. D. Monckton, Clerk.

Libelant's Exhibit "M."

CERTIFICATE OF CLAIM.

Per Steamer "ROBERT KERR."

Under Policy No. 360/1590 of the St. Paul Fire & Marine Insurance Co., insuring \$60,000 on Meats, Merchandise, Cannery Supplies and Provisions.

Per Steamer "Elihu Thompson" and connecting steamer. From Tacoma and/or Seattle to Dawson, Yukon Territory. "Free Particular Average under 20%" whilst on the Yukon River, unless caused by fire.

The Policy contains the following clause:

"It is hereby understood and agreed, that in case
"of claim for loss or damage under this policy, the
"same shall be reported as soon as the goods are
"landed or the loss known to M. C. Harrison & Co.,
"to whom proofs of loss must, in all cases be submit-
"ted for verification, and that all claims hereunder

“will be paid on presentation of Certificate of Approval of a competent Adjuster to the loss, at Seattle, Wash., or at San Francisco, Cal.”

By consent of the Insurers and Insured, the undersigned was appointed to adjust the claim under the above policy, and I hereby certify that the amount due the Pacific Cold Storage Company, under the said policy, is \$51,188.30.

For particulars of the accident and the resulting expenses, I refer to my adjustment of this date.

San Francisco, 13th, 1904.

E. ALEXANDER,
Adjuster.

[Endorsed]: Libelant's Exhibit "M." No. 2822. United States District Court, Western District of Washington, Northern Division. Pacific Cold Storage Co., Libelant, v. St. Paul Fire & Marine Insurance Company, Respondent. Filed March 27, 1905. A. C. Bowman, U. S. Commissioner. Filed in the U. S. District Court, Western Dist. of Washington, Apr. 13, 1906. R. M. Hopkins, Clerk.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Libelant's Exhibit "M." Received Dec. 20, 1906. F. D. Monekton, Clerk.

Libelant's Exhibit "N."

Chas. Richardson, President. Capital, \$1,000,000 A. W. Sterrett, Superintendent.
 W. H. Bogle, Vice-President. F. L. Denman, Auditor.

PACIFIC COLD STORAGE COMPANY

Tacoma, Washington, U. S. A.

Our No. 220
 Car No.
 Route

Date, Aug. 10 03

Sold to Dawson

Terms: Add to our invoice 305

Sh'prs	Quantity	Articles	Weight	Price	Amount	Total
Check		New sacks containing No. 2 oats				
		Not heretofore billed.....			\$8.25

Chas. Richardson, President. Capital \$1,000,000 A. W. Sterrett, Superintendent.
 W. H. Bogle, Vice-President. F. L. Denman, Auditor.

PACIFIC COLD STORAGE COMPANY

Tacoma, Washington, U. S. A.

Date Jul. 30, 03 Our No. 305
 Sold to Dawson Car No. Voy 23
 Terms: Ships tackle str. Kerr St Mike Route E T

Sh'prs Check	Quantity	Articles	Weight	Price	Amount	Total
984	Qrs.	frozen beef.....	170112	11.4061	\$19401.27	
1064	Bxs.	butter.....	29992	26035	7808.41	
200	Sx	Liv coarse salt—200s.....	40000	24.77 ton	495.41	
10	Rolls	paper.....	343	.06	20.48	
1006	Sax No. 2	oats 50 tons.....	100000	44.26 ton	2213.00	
1923	Sax No. 1	oats.....	200080	46.368 ton	4636.80	
						<u>\$34575.37</u>

Chas. Richardson, President. Capital, \$1,000,000 A. W. Sterrett, Superintendent
 W. H. Bogle, Vice-President. F. L. Denman, Auditor

PACIFIC COLD STORAGE COMPANY

Tacoma, Washington, U. S. A.

Date Jul. 30, 03.

Sold to Dawson,

Terms: Ships tackle str Kerr St Mike.

Our No. 306

Car No. Voy 23

Route E T

Sh'prs Check	Quantity	Articles	Weight	Price	Amount	Total
	2	Doz. Manitoba blankets.....			\$ 57.45	
	2	Doz. 400 sircingles.....			9.42	
	1	Roll 1-1/4 line webbing.....			1.35	
	2	Doz. 100% deer hair sweat pads 20 & 21.....			13.80	
	6	Wagon covers 14x8 10 oz duck			23.55	
		Freight on whole.....			5.63	
					<hr/>	
					\$111.20	

Chas. Richardson, President. Capital, \$1,000,000 A. W. Sterrett, Superintendent.
 W. H. Bogle, Vice-President. F. L. Denman, Auditor.

PACIFIC COLD STORAGE COMPANY

Tacoma, Washington, U. S. A.

Date Oct 5 03 Our No.344
 Sold to Dawson, Car No.
 Terms: Add to our invoice 307 Route

Sh'prs	Quantity	Articles	Weight	Price	Amount	Total
Additional charge a/c						
100	Calves...		12481	.015	\$187.21	

This addition made necessary through error in billing by Swift & Co. advice of which has just been sent us.

Chas. Richardson, President.	Capital, \$1,000,000	A. W. Sterrett, Superintendent.
W. H. Bogle, Vice-President.		F. L. Denman, Auditor.

PACIFIC COLD STORAGE COMPANY

Tacoma, Washington, U. S. A.

Jul 30 03					
Sold to Dawson,					Our No. 309
Terms: Ships tackle St. Mike. Str. Kerr.					Car No. Voy 23
					Route E T

Sh 'prs Check	Quantity	Articles	Weight	Price	Amount	Total
51	Bxs	Bacon.....	5396	.1707	\$921.63	

Chas. Richardson, President. Capital, \$1,000,000 A. W. Sterrett, Superintendent.
 W. H. Bogle, Vice-President. F. L. Denman, Auditor.

PACIFIC COLD STORAGE COMPANY

Tacoma, Washington, U. S. A.

Our No. 307
 Car No. Voy 23
 Route E T

Date: Jul 30 03
 Sold to Dawson,
 Terms: Ships tackle str Kerr St Mike.

Sh'prs Check	Quantity	Articles	Weight	Price	Amount	Total
40	bxes	B H Butts.....	4002	.1585	634.15	
62	bxes	bull chucks.....	6359	.1010	642.18	
100	calves	12481	.1081	1162.60	
96	pcs	beef ribs.....	3284	.1506	494.66	
105	pcs	beef loins.....	6360	.1663	1057.65	
93	bxes	fowls.....	9992	.1585	1583.33	
187	bxes	broilers.....	5199	.1976	1027.56	
1880		mutton.....	84209	.09576	8064.10	
249	bxes	turkeys.....	28332	.2185	6192.28	
100	bxes	rstg chickens.....	4008	.1794	718.91	
39	bxes	ham trimmings.....	3900	.1219	475.36	
500	Pcs	pork loins.....	19228	.1494	2872.05	

\$24924.83

[Endorsed]: Libelant's Exhibit "N." No. 2822. United States District Court, Western District of Washington, Northern Division. Pacific Cold Storage Co., Libelant vs. St. Paul Fire & Marine Insurance Company, Respondent. Filed March 27, 1905. A. C. Bowman U. S. Commissioner. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Libelant's Exhibit "N." Received Dec. 20, 1906. F. D. Monekton, Clerk.

Libelant's Exhibit "O."

(Copy.)

San Francisco, December 17, 1903.

Mr. Chas. Richardson, President, Pac. Cold Storage
Co., Tacoma, Wash.

"Kerr" Loss.

Dear Sir:—

Your favor to the writer of December 14th, just received, and we beg to say that the Company is not only willing but anxious to do everything possible to facilitate a settlement of the loss, but you must admit yourself the loss is not known; that is to say, the amount of the loss; therefore, the Company does not know what it should pay, neither does the assured know what they should claim from the Company. Surely the assured cannot expect to claim a total loss when the telegrams from their own Manager in Dawson state positively that the cargo is all intact, that none of it is lost, but merely that it is detained.

The suggestion of the writer when last North, which trip was chiefly to look after this matter, was that we would endeavor to make an advance to assist you in getting the cargo forwarded, though, as we told Mr. Bogle, if we did this, it should be without any prejudice to either side, and that it would not admit that the loss should be adjusted or settled one

way or another but that we propose it merely as an assistance to the expending of the situation. We told him that we felt no legal liability, in fact we are clear on that point, to do this, but that we would communicate with our Home Office and with our reinsurers upon the subject, which we have done. Our Home Office have left the matter to us and part of our reinsurers agreed to make the advance which we recommended, but we are sorry to say that the majority of the reinsurers said "No" and asked us for what price we would settle the entire matter now, taking up our policy.

We in turn asked this question and got the reply "50,000," which interpreted according to insurance parlance means a loss of more than 80%, and the goods, as we understand it, are worth at Dawson something like \$150,000, and an 80% loss upon the whole of the goods would mean a total of a \$120,000 loss, and from the reports of your office and from the reports of your Dawson Manager, we cannot figure that in any event there can be a loss greater than \$60,000, which, if we are correctly informed as to the value of the goods, will be considerably less than a 50% loss.

You can therefore see why underwriters would not agree to pay \$50,000 under a Policy of \$60,000; in other words, why they would not pay an 80% loss

when your own reports show the loss is or will be less than 50%.

It is far from us to raise any technicalities; we want to do everything we can to assist you in the matter, yet it must be done in a way which will not make our own Company or our reinsurers think that we have paid a loss regardless of the conditions of the policy or regardless of the usual methods of settlement or regardless of their interests together. We are equally sure that you do not want anything more than what is right and what you think you are entitled to.

We regret extremely that the majority of our reinsurers would not agree to make an advance, but we assume that you do not have to pay for forwarding the goods until they actually arrive in Dawson and that the Market in Dawson is such that you can realize on sufficient of this meat to meet the necessary expenditures.

What we now ask is that you rush the documents forward at the earliest possible moment, and we will have this adjusted by an independent party so that you need not feel that the decisions have been attributed to ourselves.

We want you to feel in the end just what you had

hoped in the beginning, and that is that everything was settled properly.

Yours very truly,

(Signed) M. C. HARRISON & COMPANY,

By M. C. H., President.

[Endorsed]: Libelant's Ex. "O." No. 2822. United States District Court, Western District of Washington, Northern Division. Pacific Cold Storage Co., Libelant, vs. St. Paul Fire and Marine Ins. Co., Respondent. Filed Mch. 15, 1906. A. C. Bowman, U. S. Com. Filed in the U. S. District Court, Western Dist, of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Libelant's Exhibit "O." Received Dec. 20, 1906. F. D. Monckton, Clerk.

Libelant's Exhibit "P."

San Francisco, Cal., 319 California St.

Portland, Ore., 415 Chamber of Commerce

Seattle, Wash., 204 Pioneer Block.

Vancouver, B. C., 344 Granville St.

Cable Address: "Harrison," A. B. C. Code.

M. C. HARRISON & CO.

Marine Underwriters and Brokers.

Seattle, Wash., May 6, 1904.

Chas. Richardson, Pres., Pacific Cold Storage Co.,
Tacoma, Wash.

Dear Sir:—

Kerr, Lightning Loss.

We submitted your proposition to our San Francisco office by wire and have their reply by to-day's mail, which is in the form of another proposal. They say we cannot agree to your figures, (meaning \$25,000 advance) at the present time, but we will do this: If you will agree to have Mr. Laboyteaux or Mr. Bishop as adjuster, which gentlemen are the heads of the only adjusting concerns on this coast and if you will place the documents unreservedly in

their hands, we will advance you upon such agreement, \$15,000, and as soon as the adjuster says we should advance more, we will make a further advance of not to exceed 35% on the face of the policies, which would equal \$21,000; but we are unwilling to make any advance whatever until the adjuster has been agreed upon.

We will not consent to Mr. Isted or Mr. Milligan acting as adjusters in this case as neither of them has had enough experience to pass definitely upon a claim of this magnitude. There are plenty of people in the East that we would agree to and if you prefer to name an eastern adjuster, we will not be inclined to raise objections to them, providing they are men of standing and known integrity and ability.

Please let us know if this proposition is acceptable to you.

Yours truly,

M. C. HARRISON & CO.

Per J. A. Houck, Atty.

[Endorsed]: Libelant's Ex. "P." No. 2822. United States District Court, Western District of Washington, Northern Division. Pacific Cold Storage Co., Libelant, vs. St. Paul Fire & Marine Ins. Co., Respondent. Filed Mch. 15, 1906. A. C. Bowman, U. S. Comr. Filed U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Libelant's Exhibit "P." Received Dec. 20, 1906. F. D. Monckton, Clerk.

Libelant's Exhibit "Q."

PILOT HOUSE LOG-BOOK—STEAMER
"KERR."

From July 1, 1903, to end of season, covering trip St. Michael to Dawson, July 1st to 26th, inclusive; Dawson to St. Michael—July 31st to August 12th, inclusive; and St. Michael to Winter quarters—August 28th to October 4th.

* * * * *
 July 1st., 6 A. M. South wind—strong—cloudy. 11 A. M. Wind moderated. Got under way 11:15 A. M.; Whale Ild. 12:10 P. M.; C. C. into Pass S. W. 2:30 P. M.; C. C. to Romanoff S. x W. 4:55 P. M.; C. C. to S. $\frac{1}{4}$ E. 6:00 P. M.; Abreast of Romanoff S. x W. 9:00 P. M.; Abreast of High land 5 ft. 11:30 P. M. Anchored ———.

July 2nd. Anchored 12:25 A. M.; Got under way 11:30 A. M.; Passed Str. Sarah 12:15 P. M.; Passed in by entrance Pt. 1:20 P. M.; Anchored 1:50 P. M.; Washed Boilers and picked up drift wood.

July 3rd. Got under way 3:50 A. M.; Stopped at Kutlik (2 eds. wood) 4:55 A. M.; Left 5:55 A. M.; Stopped to pick up wood 10:40 A. M.; Left 11:45 A. M.; Old Hamilton 12:05 P. M.; Left 12:45 P. M.; Stopped for drift wood 5:50 P. M.

July 4th. Left 2:35 A. M.; Hamilton Bar 3:20 A. M.; Wood cache 6:40 A. M.; Left 8:40 A. M.; Anook Slough 12:00 P. M.; Stopped for drift wood 1:45 P. M.; Left 4:30 P. M.; Stopped for wood Indian Camp 5:35 P. M.; Left 4:30 P. M.; Ta Click 9:15 P. M.

July 5th. Pitkas Pt. Took 6 eds. N. A. T. wood, Left 2:15 A. M.; Stopped at Indian Oil, Took 6 cords. Left, 8:00 A. M.; Stopped for wood, Took 12 eds. 1:00 P. M.; One mile up took 12 eds. Left, 2:35 P. M.; Duck Ild. 9:00 P. M.; Cliff Vill 10:00 P. M.

July 6th. Left, Took 36 eds. 3:40 A. M.; Str. Rock Island passed down, 4:40 A. M.; Serpentine Rock 7:30 A. M.; Russian Mission, 12:45 P. M.; Pats Pt. 5:15 P. M.; Cathedral Mt. 7:50 P. M.; Heavy South wind, rain, 11:00 P. M.; Piute Slough.

July 7th. Left, 5:35 P. M.; Cut off, 8:45 P. M.; Holy Cross, 11:00 P. M.; Coopers wood camp, took 30 eds. 5:20 P. M.; Left, 10:00 P. M.; Anvick, 11:30 P. M.

- July 8th. Left Anvick, 12:30 A. M.; Grayling, 3:20 A. M.; Left, 3:50 A. M.; Thompson's wood camp, took 22 cds. 8:00 A. M.; Left, ——; Coal Mine, ——; Eagle Ild. ——; Wood yd. 5 miles above ——; Washed boilers, took 21 cds.
- July 9th. Left, 10:00 A. M.; Williams Coal mine 10:45 A. M.; Quail Ild. 12:20 P. M.; Kaltag 7:45 P. M.; Left, 7:55 P. M.; Wood yard, Evans took 15 cds. Left 12:00 P. M.
- July 10th. Arrived Nulatlo, 5:25 A. M.; Left, 5:50 A. M.; Bishop Mt. took 27 cds. 11:45 A. M.; Left 3:00 P. M.; Str. Healy passed up 4:00 P. M.; Serpentine Ild. 6:15 P. M.; Lincoln 10:30 P. M.; Left 10:45 P. M.; Landed Dog Camp 11:40 P. M.; Left 12:00 P. M.
- July 11th. Bluff above Argo Bar, 6:00 A. M.; Melozakaket, 7:00 A. M.; Fox Ild. 11:00 A. M.; Old S. Y. T. Wood yd. 11:30 A. M.; Kokrines 12:30 P. M.; Wood camp 3:05 P. M.; Mouse Pt. 22 cds. ——; Mouth Novikaket 4:50 P. M.; Left 5:30, smoke of str.; astern Behrings Pt. 6:40; Henry Ild. 8:00 P. M.; Birches, took 15 cds. Str. Sarah up 11:20 P. M.
- July 12. Left Birches 12:35 P. M.; Out of Clay Slough 3:55 P. M.; Stopped 7:00 P. M.; Left 8:15 P. M.; Old A. C. Station 10:30 P. M.;

Tozia River 12:10 P. M.; Ft. Gibbons 2:45 P. M.; Left 3:25 P. M.; Wood Camp 5:00 P. M.; 9 miles above Tanana. Took 40 cds., Left 10:30 P. M.; Company I. Ild. 11:35 P. M.

July 13. Str. "Powers" 1:05 A. M.; Rock Ild. 5:00 A. M.; Str. Healy; Rampart City 12:50 P. M.; Left 2:10 P. M.; Wood Camp 5:00 P. M.; Left 5:45 P. M.; Mike Hers Creek 8:45 P. M.; Ild. Wood Yd. Lattmans, Washed Boilers, took 51 cds. 10:30 P. M.

July 14. Left 11:15 A. M.; Salt Creek 3:15 P. M.; Ray River 4:35 P. M.; Ft. Hamlin 8:45 P. M.; Upper end of cut off 11:30 P. M.

July 15. Murray's camp, 32 cords, 2:10 A. M.; Left 5:30 A. M.; Tall Spruce Ild. Str. Sarah lying here, 9:30 A. M.; Beaver Creek 6:00 P. M.; Upper Beaver, Str. Sarah up, 7:30 P. M.; Yukon Slough 9:00 P. M.; Victor's wood yard, took 30 cds. 10:00 P. M.

July 16. Left 1:55 A. M.; White Eye 10:00 A. M.; Birch Creek 10:50 A. M.; Stopped, Broke Wheel Rope, 11:45 A. M.; Left 1:00 P. M.; Old Mail Sta. (34) 8:00 P. M.; Wood Yd. Britts, 36 cds. 10:20 P. M.

July 17. Left Britts camp 1:55 A. M.; Pilot Station 4:27 A. M.; Switch Back 9:30 A. M.; Kerr Bow 9:30 A. M.; McCanty Bow 3:10 P. M.;

Wheel Bar 5:10 P. M.; Half Way Ild. 10:00 P. M.

July 18. Lft. Half Way Ild 2:00 A. M.; Sunday Channel, tried to get up with line, could not make it, 3:20 A. M.; Went back and up to Gustin Channel with steamer, got through, went back, got barge and came back to Gustin Channel.

July 19. Half Way Ild., washed boilers, took 20 cds. wood, 6:35 A. M.

July 20. Left 10:30 A. M.; Gustin Channel, Barge broke adrift and went down Sunday Channel, 10:50 A. M.; Caught barge and made fast to bank; 12:20 P. M.; F. Chains, 4:15 P. M.; Left —; Half Way Ild. Took 4 cds. 5:00 P. M.; Left 5:30 P. M.

July 20. Through Gustin Channel, 7 ft. u. e. 6:30 P. M.; 30 Mile bar, 11:20 P. M.

July 21. Jam Pt. 12:15 A. M.; S. E. Cottonwood slough, 1:00 A. M.; Devils Elbow, Str. Sarah, stuck here, 2:15 A. M.; Stopped to Pick up Wood 3:50 A. M.; Left 4:25 A. M.; Stopped 5:00 A. M.; Left 7:30 A. M.; Lancaster Pt. 9:30 A. M.; Twelve Mile Barr 11:45 A. M.; Eight mile wood yd., took 50 cds. 12:40 A. M.; Left 6:20 A. M.; Circle City 8:45 A. M.; Left 9:30 A. M.

July 22. 12 mile wood yd., 9 cds. 1:25 A. M. Left 2:40 A. M.; Fogo Ild. 4:10 A. M.; Seattle Bar 5:25 A. M.; Sevell Pt. 8:45 A. M.; 35 Mile Mt. Strong wind, down river, 11:45 A. M.; Tacoma flat, n. e. 5 ft. ———; Cold creek, went looking for Downings, 6:30 P. M.; Powers wood yd., took 12 cds. 8:00 P. M.; Left, 9:00 P. M.

July 23. Passed Charley River 12:30 A. M.; Charley creek, took 44 cds. 5:30 A. M.; Left 12:10 P. M.; Canadian Bar 5:40 P. M.; Pata roster reef 7:20 P. M.; Rock of Ages 9:50 P. M.; Nation City 10:40 P. M.

July 24. Montank Mail Stat. 3:20 P. M.; Sheep creek 6:40 P. M.; Seventy mile, took 25 cds. 8:45 A. M.; Left 12:00 M.; Calico Mt. 2:00 P. M.; Calico Mt. 2:25 P. M.; Eagle City 6:15 P. M.; Left 7:45 P. M.; Boundry Line 11:45 P. M.

July 25. Ogelvies Rock, 12:55 A. M.; St. Pauls Dome, 4:10 A. M.; Elys Wood Yd. took 21 cds. 5:15 A. M.; Left 8:45 A. M.; Old Man & Woman, 1:00 P. M.; N. A. T. Mine; Coal Creek 4:30 P. M.; Stopped for wood, took 10 cds. N. A. T.; Left 8:30 P. M.; 40 Mile, Str. Sarah up 8 10:10 P. M.

July 26. Cassian House 3:15 A. M.; Wood Yd, (35 miles-) took 25 cds. 4:15 A. M.; Left 7:30 A. M.; Healey Bar 9:30 A. M.; Halfway House 11:20 A. M.; Sixteen Mile R. H. 2:45 P. M.; Rotten Rock 6:00 P. M.; Ft. Reliance 6:20 P. M.; Moose Hide 8:15 P. M.; Dawson 9:15 ship's time or 10:30 Dawson.

July 31. Left Dawson 2:15 A. M.; Sixteen Mile R. H. 3:20 A. M.; Str. Levelle Young up 4:00 A. M.; Healey Bar 4:20 A. M.; Forty Mile 6:00 A. M.; Eagle City 10:00 A. M.; Left, 2:30 P. M.; Sheep creek, Rock Ild. up, 4:30 P. M.; Left 5:30 P. M.; Charley Creek, took 132 cds. 9:15 P. M.

Aug. 1. Left, Str. Powers up at 6 A. M. 12:30 P. M.; Circle City 6:40; Left, 7:00; Cotton Wood Slough 9:30; Tied up 10:15.

Aug. 2. Left 3:00 A. M.; Stopped to cache, wood cache 4:00; Left 5:00; In turning around got barge aground run line to barge.

Aug. 3. Barge still aground.

Aug. 4. Left 4:30 A. M.; Ft. Yukon 8:00 A. M.; Wood yd. Harry Britts took 10 cds. 10:20 A. M.; Left 10:20 P. M.; White Eye 1:10 P. M.; Victor's wood yd. Took 40 cds. 1:30 P. M.

- Aug. 5. Left 6:00 A. M.; Murrays, 12:30 P. M.; Rampart City cut off 1:30 P. M.; F. Hamlin 2:15 P. M.; Rampart 8:40 P. M.; Rock Ild 11:15 P. M.
- Aug. 6. Tanana 2:15 A. M.; Left 6:15 Str. Cudahy up 8:50; Clay Slough 9:15 A. M.; Burches 9:45; Kokranes 1:00 P. M.; Bishop Mt. 8:40 P. M.; Kouykuk Stat. 9:15 P. M.; Milatto 10:30 P. M.; Left 11:00 P. M.
- Aug. 7. Wood yd. 12 miles above Kaltag, 1:30 A. M.; Left took 17 cd. 3:00 A. M.; Kaltag 3:45 A. M.; Coal Mine W. & T. 9:00 A. M.; Thomsons wood yd. Str. Seattle 9:30 up 12:00 P. M. Left 6:45 P. M.; Grayling 8:25 P. M.; Anvick 10:00 P. M.
- Aug. 8. Left "Davis" down, 2:30 A. M.; 3:00 "Sarah" up. Holly Cross 6:10 A. M.; Pimule, 59 Cds. found the tubes in boilers leaking let stream down and fixed them. 8:00 A. M.
- Aug. 9. Left 3:30 A. M.; Russian Mission 8:00 A. M.; P. C. S. Wood Yd. Pilchers. 11:30 A. M.; Andrusky 5:30 P. M.; Left 7:00 P. M.; Tied up; 11:00 P. M.
- Aug. 10. Left, Rock Ild. Down, 3:15 A. M.; New Hamilton 7:15 A. M.; Stuck on crossing 9:00 A. M.

- Aug. 11. Left 8:00 A. M.; Old Hamilton 8:45 A. M.;
Stopped Cache wood, 11:00 A. M.; Left; On
Flats 1:00 P. M.; Left, 10:00 P. M.
- Aug. 12. Stevens Pass 6:00 A. M.; Whale Ild. 8:10
A. M.; St. Michael, 8:30 A. M.
- Aug. 13.
- Aug. 14. Crew cleaning up.
- Aug. 15.
- Aug. 16. And repairing
- Aug. 17. Barge deck
- Aug. 18. or roof.—
- Aug. 19.
- Aug. 20. Painting Barge.
- Aug. 21. Deck.
- Aug. 22. Thompson arrived; 5:00 A. M.
- Aug. 23. Loading.
- Aug. 24. Finished loading, strong N. W. wind and
heavy swell.
- Aug. 25. Unable to
- Aug. 26. leave on account
- Aug. 27. of wind and sea.
- Aug. 28. Left 5:00 A. M.; Stuck on flats, mouth of
river, 1:30 A. M.
- Aug. 30. Steamer floated 11:30 P. M. barge did not
float.
- Aug. 31. Floated, broke anchor line and lost an-
chor. 1:30 A. M.; Went in to mouth of river,

3:30 A. M.; Stopped to Kutlick, took on wood left coming down, 5:45 A. M.; Left 8:00 A. M.; Old Hamilton, took $8\frac{1}{2}$ cds. 11:00 A. M.; Left 12:00 M.; Landed for wood, took 6 cds. below New Hamilton, Morgan cut, 3:40 P. M.; Left 4:30 P. M.; Passed New Hamilton 4:50 P. M.; Stopped at X Ild. 7:30 P. M. had to sound through New Channel with small boat. This place has changed entirely, dropped down between X Ild. and the willow point below and up in the Quickelbeck Channel, outside of X Ild.

Sept. 1. Left the bank above the green point, backed down to cut sand bar, then up in Quickelbeck. 4:30 A. M. Passed Anook Slough, 8:45 A. M.; Wide crossing 10:30 A. M.; Str. Rock Island down, 1:13 P. M.; Stopped at Sabolinski, took $12\frac{1}{2}$ cd. 1:30 P. M.; Left 2:30 P. M.; Stopped at Russian Church, took 11 cds. 5:15 P. M.; Left 7:30 P. M.

Sept. 2. Rasbonsky 2:00 A. M.; Left 3:30 A. M.; Str. Issom down, Str. Leah ahead, 5:15 A. M.; Passed Str. Leah, bound up with barge. 6:30 A. M.; Duck Ild. 9:15 A. M.; Cliff Village, Pilchers wood camp, strong down river. 10:15 A. M. Left. Took 46 cds. of Pilchers wood, (all) 4:25 P. M. Wind; Boilers leak-

ing very bad, Engineer reports boilers leaking so are unable to keep steam. 5:00 P. M.; Stopped at Bank, to fix tubes, 6:15 P. M.

Sept. 3. Lying at Bank repairing tubes all day. Left, Lost 28 hours, 10:00 P. M.; Blowing a gale down river, 12:00 M.

Sept. 4. Passed Russian Mission, strong head wind. 7:00 A. M.; Passed Bellkoff House, 9:40 A. M.; Passed Cathedral Mt. Str. Sarah up 2:00 P. M.; 1:45 P. M.; Passed Pimule Slough, 5:00 P. M.; Stopped Krugers wood yd. took 46 cds. 5:15 P. M.

Sept. 5. Left 1:50 A. M.; Passed Holy Cross, Str. Seattle down, 6:30 A. M.; 8:15 A. M.; Long Mt. 10:30 A. M.; Cement Hill, 11:00 A. M.; Coopers Wood Yard, N. E. of Ild. took 6 cds. 12:40 P. M.; Left. 1:30 P. M.; Anvick, 3:25 P. M.; Left 7:15 P. M.; Passed Greyling, 11:00 P. M.

Sept. 6. Thompsons wood yd. took 15 cds. 3:40 A. M.; Left. 6:15 A. M.; Stopped to tighten tiller ropes, 30 minutes; Passed Blackburns, 11:20 A. M.; Coal Mine 2:30 P. M.; Grounded barge, 5:20 P. M.; The Pilot kept to close to Eagle Ild. had to move some freight.

Sept. 7. Got the barge off, 7:30 A. M.; Left. had to move wood and oats, 1:15 P. M.; Eagle Ild.

N. E. 1:40 P. M.; Williams Coal Mine 3:00 P. M.; Quail Slough, S. E. 4:20 P. M.; Kaltag, 11:30 P. M.

Sept. 8. Peraults wood camp, took 47 eds. 2:00 A. M.; Left 10:10 A. M.; Nulatto 3:20 P. M.; Left 4:00 P. M.; Stopped to land Indian, arrived Kuoykuk Stat. landed 12 tons freight 8:00 P. M.; Evans. Left, 11:00 P. M.

Sept. 9. Stopped at Perraults wood yd. 2:00 A. M. Washed boilers, The mate slacked off the lines to drop back to wood pile, the line parted and Str. and barge went adrift. No steam on boilers and in trying to stop the cable fouled and was pulled overboard with anchor. 1:00 P. M.; Left. (14 hours washing boilers) 4:10 P. M.; Telegraph Station, 7:00 P. M.

Sep. 10. Na hoc lotiton, 1:00 A. M.; Left 1:15 A. M.; Stopped for wood, took 4 eds. at \$10.00 green wood, glad to get it. 7:00 A. M.; Left 7:30 A. M.; The chief Engineer notified me that if I did not provide him better butter he would stop the Str. 1:15 P. M.; Kokrines Tel Stat. 3:50 P. M.; Mouse Pt. 5:45 P. M.; Passed Str. Leah, taking wood, 5:10 P. M.

Sept. 11. Stopped at Birches, found no wood, here, picked up some drift wood, 1:00 A. M.; Left, 4:00 A. M.; Stopped account of fog, picked up

more drift wood, 5:00 A. M.; Left 6:00 A. M.; Stopped on account of fog, 6:45 A. M.; Left 7:40 A. M.; Stopped Left 9:15 A. M.; Stopped, some old wood cut in 1898, took 9 eds. 11:20 A. M.; Left 5:00 A. M.; Stopped station Ild. dark and foggy, 9:10 A. M.

Sept. 12. Left 3:00 A. M.; F. H. Gibbon, landed meat, hay and salt; took crew of white men 21 eds. wood. 7:30 A. M.; Left 1:25 P. M.; Stopped Chanquists U. C. 50 eds. 3:15 P. M.; Left, 4:00 A. M.; Co. I. Ild. 5:10 A. M.; Boilers leaking, no steam, stopped to fix tubes just above sheffin creek opposite side, all day and night repairing boilers.

Sept. 14. Left 4:00 A. M.; Rock Ild 6:15 A. M.; Rock Ild. 6:30 A. M.; Woodcamp below Rampart 1:15 P. M.; Left 3:50 P. M.; Rampart, 4:30 P. M.; Left, 500 P. M.; 10:30 thick fog. Stopped on acct. fog, 12:00.

Sept. 15. Left, heavy fog, 4:00 A. M.; Latmano wood camp, some steamer had taken most of the wood, took 24½ eds. 5:15 A. M.; Left 9:30 A. M.; T. C. Powers, down, 11:30 A. M.; Passed Anderson Wood camp 3:00 P. M.; Passed Ft. Hamlin, stopped at bank below cut off 6:00 P. M.

Sept. 16. Thick fog, which continued, until 11 A. M. 4:00 A. M.; Left 10:30 A. M.; Tried the cut off,

10:40 A. M.; Grounded back, 11:00 A. M.; Head of cut off, and took old Channel, 12:30 P. M.; Passed Murrays old Wood camp, no wood here, 3:15 P. M.; Stopped at Drift Wood, picked up a few cords of drift, 4 to 6 eds. 6:30 A. M.

Sept. 17. Left 4:30 A. M.; Tall spruce Ild. 4:45 A. M.; Kellys Ild. 6:45 A. M.; Wood camp, below Kings slough, took 7 eds. all there. 8:20 A. M.; Left 9:30 A. M.; Passed lower beaver 2:00 P. M.; Passed upper beaver, 3:30 P. M.; Victoria Wood Camp, took 7 eds, all there. 7:00 P. M.;

Sept. 18. Left Victoria Wood camp, 4:00 A. M.; stopped drift pile, 5:00 A. M.; Left, 5:45 A. M.; Stopped to land woodman, 8:10 A. M.; Left 8:40 A. M.; Passed Cold Storage Slough, 9:00 A. M.; Stopped at drift pile, picked up 8 or 10 eds. 10:30 A. M.; Left, 2:00 P. M.; Stopped at drift pile, while lying here at the bank, the carpenter attempted to fix the wheel which had lost some brace, the cheif would not stop wheel, so could not do the work. 5:00 P. M.

Sept. 19. Left 4:10 A. M.; Passed white eye, 5:00 A. M.; Light snow, 6:00 A. M.; Ild. above Birch creek, 6:30 A. M.; Willow Pt. Stopped, looking for wood, no wood here. 11:30 A. M.; Mail station, 34, 1:50 P. M.; Harry Britt's wood

camp, cold night 26° above, water rose 2 in, has been rising two or three days, took 54 cds. of wood, all here, 4:15 P. M.

Sept. 20. Left 8:30 A. M.; Stopped, found some A. C. wood, took 14 cds. 10:15 A. M.; Left, 1:15 P. M.; M. C. Pilot Station, 3:40 P. M.; Passed Ft. Yukon, 5:50 P. M.; Stuck on crossing, 6:15 P. M.

Sept. 21. Got off, 8:15 P. M. It being dark last night decided not to move until day light. Had to let go of barge and jump on, big time to get barge off. She came off very suddenly and we had hard time keeping her from smashing the steamer; in backing down the tiller bent and stern of steamer went upon sand bar. After getting off I decided to leave the barge as the water is very low and falling. Went up the slough and made the barge fast.

Sept. 22. Left, went down to old Yukon bar and 4:30 A. M.; scraped over 5½ ft. 6:45 A. M.; Switchback, 9:00 A. M.; Anchor Pt. 12:00 A. M.; Wolverine Pt., took 5 cds. N. C. Wood, 12:50 P. M.; Left, 1:45 P. M.; Wheel bar, tried twice to get over old Channel, 6:00 P. M.; Stuck, 5½ ft. where we first grounded; stuck under boilers very slightly, but could not hold her up, swung broadside on. 6:30 P. M.

- Sept. 23. Set the spars and spared head up, and on around but did not get off. Str. Leah, 2:00 P. M.
- Sept. 24. Spared all day, moved very little. Str. Rock Ild. 6:30 P. M.; Hailed the Rock Ild. and got her to pull on the "Kerr" with wire cable while we used the spars. Moved very little. The water fell about 2 to 3 inches last night.
- Sept. 25. The Rock Ild. pulled on "Kerr" this morning but could not get her off. Bought $\frac{3}{4}$ in. cable 1500 ft. from Str. Rock Old. Rock Ild. left. 10:00 A. M.; Sent Purser, carpenter and two deck hands on "Rock Ild." Water continues to fall 2 in. per day.
- Sept. 26. Mail Str. Stopped sent dispatch to P. C. S. Co., Dawson, for assistance. Planted fastening on bar, got wire cable fast and used spars. Moved Steamer ahead about 6 ft. Water falls about as fast as we can move.
- Sept. 27. Sparring and pulling on cable steamer moved some what easier. Water falls steadily. See the smoke of a steamer down river all day.
- Sept. 28. Sparring and pulling moving gradually. Str. "Cudahy" passed down, tried to stop her to get barge, would not stop. Got off,

and made fast to bank, all hands turned in tired out. 6:00 A. M.

Sept. 29. Snow fell last night. Taking in cable and picking up drift wood. 9:00 A. M.; Left wheel bar, 12:30 P. M.; Landed at Pioneer Pt. to cut wood, cut wood until dark. 2:00 P. M.

Sept. 30. Still cutting wood, 7:00 A. M.; Took 10 or 12 cords of poles and left, 2:00 P. M.; Stopped at Sloan's old wood camp, 3:00 P. M.; picked up more poles and changed one rudder which was bent.

Oct. 1. Took on our poles. Left 9:30 A. M.; Half Way Ild. 2:30 P. M.; Str. Leah came up from caching her barge, 3:20 P. M.

Oct. 2. Left, 8:15 A. M.; "Leah" ahead, steamed up through swift shoot above the "Evans" Landed to take some wood, cached on down trip, took 6 cds. 9:45 A. M.

Oct. 3. Left, 10:00 A. M.; 30 Mile Bar, 12:00 M.; Swift Water Slough, 1:45 P. M.; Found the "Leah" stuck, trying the new channel around 12 mile bar, there is barely four feet of water in this channel. 5:45 P. M. Went to the bank below the "Leah" went up to the "Leah" in small boat, she has 4 ft. on one side and 3 ft. 8 in. on the other. "Leah" got off and went to

the bank to discharge cargo. She is drawing 4 ft. 3 forward, 3 ft. aft.

Oct. 4. The "Leah" left after discharging 20 w. 31 tons.

[Endorsed]: 2822. Pilot House Log — Stmr. Kerr. Libelant's Ex. "Q." No. 2822. United States District Court, Western District of Washington, Northern Division. Pacific Cold Storage Co., Libelant, vs. St. Paul Fire and Marine Ins. Co., Respondent. Filed Mch. 18, 1906. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington, Apr. 13, 1906. R. M. Hopkins, Clerk.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Libelant's Exhibit "Q." Received Dec. 20, 1906. F. D. Monckton, Clerk.

Libelant's Exhibit "R."

COPY OF ENGINEER'S LOG-BOOK—STEAMER "ROBERT KERR."

2nd Trip of Season 1903.

From Dawson, Yukon Terr. to St. Michael, Alaska.

July 31, 12:00 to 6:00 watch: Left Dawson for St. Michael, 2:00 A. M. Passed str. Lavelle Young, 3:50 A. M. Slowed down to make

bend, 4:10 A. M. Passed Cassiar House, 4:45 A. M. Passed Forty Mile, 5:47 A. M. Everything working well, 6:00 A. M.

July 31, 6 A. M. to 12 M. watch: Passed Boundary line, 8:30 A. M. Stopped and backed, 9:30 A. M. Arrived Eagle City, 9:40 A. M. Delayed at Eagle City, rest of the watch awaiting orders, time lost, 2:20. Everything well in department, 12:00 M.

July 31, 6 P. M. to 12 M.: Awaiting orders at Eagle, 12 M.; Left Eagle City 2:20 P. M. Time lost, 2:20. Passed St. Rock Island going up stream, 4:30 P. M. Stopped at wood yard, 4:33 P. M. Left wood yard, 5:15 P. M. Time lost, 0:42. Purser reports 10 cords of wood at Sheep Creek. Everything O. K. in department; also connected up injector to Donkey Boiler. Passed Nation City, 6:55 P. M. Stopped Charley River wood yard, 8:50 P. M. Time lost, 3:10.

Aug. 1, 12 to 6 watch A. M.: Still at Charley Creek wood yard. Str. Louisa passed going up stream, 3:35 A. M. Time lost, 6 hours.

6 to 12 watch, Aug. 1st, A. M.: Still at Charley Creek wood yard. Str. T. C. Powers passed going up stream and stopped at wood yard, 7:15 A. M. Put new brass valve in Donkey

pump. Put in new valves and repacked plungers in feed pump. Overhauled sanitation pump and took up on pillow block brasses on port and starboard side. Time lost—6 hours.

12 M. to 6 watch, Aug. 1, P. M.: Left Charley Creek, 12:20. Purser reported taking 132 cords of wood at Charley creek. Steaming down river balance of watch. Time lost, 20 minutes.

6 to 12 A. M., Aug. 2nd, P. M.: Slowed down twice to make bend in river. Stopped off Circle City at 6:15 P. M. Arrived at Circle City at 6:38 P. M. Left Circle City, 7:18. Time lost, 40 minutes. Slowed down for str. Leah. Steamer Leah passed going up stream, 7:40 P. M. Slowed down for to make turn, 9:55 P. M. Tied up to bank at 10:05 P. M. Everything in the department working smoothly. Time lost, 1:55.

12 to 6 A. M watch, Aug. 2nd: Left bank, 3; time lost, 3 hours. Blowed tubes in entire boiler. Went to bank to put off wood, 3:40. Left bank, 4:52; time lost, 1 hour 5 minutes. Went ahead full speed 15 min., couldn't move. 5:50 backed full speed 5 min. 6 o'clock still on bar. Everything O. K. in department. Time lost, 1 hour 8 minutes.

6 A. M. to 12 M. watch, Aug. 2nd.: 6:15, bucking full speed 10 minutes. 6:25, got str. Kerr off bar. Barge Peter still stuck. Stopped at shore bank, 6:30 A. M. Washed out water chambers of both compressors. Still tied up to shore bank at the end of watch. Barge Peter still hard on bar. Everything in the department O. K. Time lost, 6 hours.

12 M. to 6 P. M. watch, Aug. 2nd.: Barge still on bar at beginning of watch. Lying at bank the entire watch. Pulling on cable all the watch. Str. Davis landed alongside; took one passenger off 3:30. Everything O. K. in department. Time lost, 6 hours.

6 P. M. to 12 M. watch, Aug. 2nd.: Barge Peter still on bar at beginning of watch. Str. Will H. Isom landed alongside at 6:50. Str. Isom with barge Ontario pulled out and passed up stream at 7:15. Still tied up to bank at end of watch. Barge Peter still hard aground on bar. Everything in department O. K. Time lost, 6 hours.

12 A. M. to 6 P. M. watch, Aug. 3rd.: Lying at bank the entire watch. Barge Peter still on bar. Put one turn packing in valve in port eng. Every. O. K. in department.

6 A. M. to 12 N. watch, Aug. 3rd.: Still tied up to bank the entire watch. Barge Peter still hard aground. Time lost, 6 hours.

12 N. to 6 P. M. watch, Aug. 3rd.: 12:30, started to warm up engines. 2:45 went ahead slow to put out line. drilled hole in Donkey boiler for blow off. 3:20, went out in stream with cable.

4:40, went ahead on cable full speed. 5:10, str. Lavelle Young past going down stream trying to land for 40 minutes. 5:25 went to bank and tied up. 6, Going to wood pile. Everything O. K. at end of watch. Lost time, 6 hours.

6 P. M. to 12 M.: Aug. 3rd.: 6:05, tie up at wood pile. 6:55, left wood pile, drifting around in stream. 7:15, Lavelle Young landed alongside and took off 21 passengers. 7:25, landed alongside of bank, same one as before. 8:15, left bank to take a pull at the barge Peter. 8:40, pulling at barge Peter full speed. 9:35, pulled Barge Peter of bar. 9:40, landed alongside of bank.

11, Working round Barge Peter end of watch. Everything O. K. in department. Lost time, 6 hours.

12 to 6 watch A. M.: Aug. 4th.: Orders to be ready to leave at 4. Started to work ahead slow at 4:10. Left Bank at 4:22. Past Lavelle Young lying at bank, 4:45. Stopped and

drifted. Slowed down and went ahead to make bends. Everything working well in engine-room department, 6. Time lost, 4:22.

6 to 12 watch A. M.: Stopped and turned around for the switch back, 7:25. Got through switch back, 7:40. Slowed down for bends above Fort Yukon, 7:55. Stopped and drifted passed Fort Yukon, 8:03. Passed Pilot Station, 8:45. Stopped at wood yard, 9:20. Left wood yard, 10:15. Purser reports 10 cords of wood. Everything in department working well, 12. Time lost, :55.

12 to 6 watch P. M.: Stuck on bar, 2:50. Backed off after several attempts. Lost time, :15. Slowed down for wood yard, 3:50. Landed at bank, 4:10. Lost time, :20. Burning fires in main boilers. Started fires in Donkey boiler. Getting ready to wash boilers.

6 to 12 watch P. M.: Still laying at wood yard. Running pump all the watch. Cooling main boilers. Repaired flange joint in main steam pipe. Time lost, 6 hours. Purser reports 40 cords wood.

12 to 6 watch A. M.: Aug. 5th, 1903: Washing boilers this watch. Put fusible plug in center boiler. 4:20, started fires under boilers. 5:10, steaming boilers. 5:40, left wood yard. 6, every-

thing working well in engine-room department. Time lost, 5 h. 40 m.

6 to 12 watch A. M.: 7:20, stopped and landed at bank to fix monkey rudder. 8, left bank. Put in three turns of packing in steering gear. Time lost, 40 m. 12, everything working well in department.

12 to 6 watch P. M.: 5:05, past coal mine. Have been steaming down river without any stops this watch. Everything working well at end of watch.

6 to 12 watch P. M.: 6:55, arrived at Rampart City. Put in two more turns of packing in steering gear. 8:10, left Rampart City. Time lost, 1:15. Steamer Herman with barge Bear passed 8:55, going up stream. 9:30, slowed down for 10 minutes. 10:40, passed through Rampart Rapids. Running along down stream at end of watch. Everything working O. K. in dept.

12 to 6 watch A. M.: Aug. 6th, 1903. Arrived at Wear, 1:25. Orders to be ready at 7 A. M. Put one turn packing in steering engine. Blowed tubes in main boilers. Left Wear, 5:30. Time lost, 4:5. Everything O. K. in department.

6 to 12 watch A. M.: Passed St. James Mission, 6:15.

Str. Cudahay and barge passed going up stream, 8:15. Running down stream the entire watch. Everything working well in the Engineer's department.

12 to 6 watch P. M.: Passed Kocerine station, 1:42.

Repaired register gear. Passed Linkon station, 5:45. Running down river the entire watch. Everything O. K. at end of watch.

6 to 12 watch P. M.: Passed the mouth of Kukokuk,

9:25. Passed Indian Village, 10:00. Stopped at Nulato, 10:50. Left Nulato, 11:10. Time Lost, :20. Struck bar, 11:20. Back off and went ahead again, 11:30. Time lost, :10. Steaming down the river rest of the watch. Everything working well in the Engineer's Department.

12 to 6 watch A. M.: Aug. 7th, 1903: 1:20, stopped at wood yard. 3:15, left wood yard. Time lost, 1:35. 4:5 stopped at Kaltag. Time lost, :10. Everything O. K. at end of watch. Purser reports 17 cords of wood.

6 to 12 watch A. M.: 7:45, Passed coal mines. 9:30, passed the N. C. Co. coal mines. Str, Seattle No. 3, barge Lynx. 9:45, passed going up

stream. Running down stream the entire watch. Everything O. K. in dept.

12 to 6 watch P. M.: 12:10, stopped at wood yard Tightened port piston. Set up on brasses on sliders. Made joint in steering engine. Laying at wood yard at end of watch. Everything O. K. at end of watch. Time lost, 5 hours 50 min.

6 to 12 watch P. M.: 6:55, left wood yard. Purser reported 82½ cords of wood. Wash out condenser. 10:00, stopped at Anvick. 12:00, still at Anvick, taken on wood. Everything working well in Engineer's department. Lost time, 2 h. 55m. Purser reports 31 cords of wood.

12 to 6 watch A. M., Aug. 8th.: Left Anvick wood yard, 2:45. Small steamer passed going down river, 2:40. Str. Sarah passed going up river, 3:10. Passed U. S. Str. Jef. Davis laying at bank, 5:20. Passed some small steamer laying at bank, 5:20. Str. Jef. Davis passed going down river, 5:40. Everything working well in department at end of watch.

6 to 12 watch A. M.: Passed Holy Cross Mission, 6:20. Stopped at Pemite wood yard, 8:45. Str. Gen. Jeff. Davis laying at bank taking on wood. Discovered tubes in center boiler leak-

ing. Started fire in Donkey Boiler and started to cool main boiler, 11:20. Everything else working O. K. in Dept. Time lost, 3:15.

12 to 6 watch P. M.: Laying at Pymute. Cooling boilers and Rulling tubes. Overhauled sanitary pumps. Everything as usual in department.

6 to 12 watch P. M.: Cooling boilers. Started to wash boilers, 7:30. Beading tubes in center boiler. Pump up boilers and finished rolling and beading tubes, 10:40. Started fires, 11:00. Getting up steam at end of watch. Everything Working O. K. in Dept.

12 to 6 watch A. M., Aug. 9th: Steam at 2 A. M. Left Pymute. Everything working O. K. end of watch.

6 to 12 watch A. M.: 8:05. passed Russian Mission. 11:35, stopped at wood yard and 11:45, left at once. Time lost, 10 M. Running throughout the watch. Everything working fine in Dept. Purser reports 58 cords of wood.

12 to 6 watch P. M.: 5:40 slowed down to make landing at Androvski to put off wood. 6:00, landed at bank. Time lost, 20 m. Everything working fairly well in department.

6 to 12 watch P. M.: 7:10, left Androvski. Lost time, 1:55. 10:45, landed at bank. Laying at bank until end of watch. Everything working fairly well the Department. Lost time, 1:15.

12 to 6 watch A. M. Aug. 10: Steamer Rock Island passed going down river at 2:40. Left bank, 3:30. Slowed and backed, 4:30. Time lost, :10. Ahead full speed 4:40. Astern full speed for 5 min. Can't find channel. Stuck on bar 4:55. Backed off 5:15. Time lost, :20. Stuck on bar 5:35. Backed off, 5:45. Time lost, 10. 6 o'clock in channel. Everything O. K. in department.

6 to 12 watch A. M.: Stopped at New Ft. Hamilton, 7:15; Left at New Ft. Hamilton, 7:30. Time lost :15. Stopped and backed up for 10 min., 8:45. Time lost, :10. Went ahead and stuck on bar. Back up full speed for 40 min. 9:35. Time lost, :40. Laying along side of Barge Peter, which is still stuck hard on sand bar. End of the watch. Everything working O. K. in dept. Time lost, 2:25.

12 to 6 watch P. M.: Repaired discharge pipe to injector. Repaired sanitary pump. Still laying on bar at end of watch. Every as usual in department.

6 to 12 watch P. M.: Laying alongside of barge Peter which is hard aground the entire watch. Waiting for the tide. Everything in department O. K. Time lost, 6 hours.

12 to 6 watch A. M., Aug. 11th, 03. Still laying alongside Barge Peter waiting for tide to come in. At end of watch everything as usual in department. Lost time, 6 hours.

6 to 12 watch A. M.: 7:00, started to back up at 7:45, off bar. Lost time, 2:20. Back up and went around bar; 8:20, and started ahead down river; 8:50, passed old Fort Hamilton; 10:10 passed str. Saint Joseph tied up to bank; 10:20, passed Lavella Young going up stream; 11:10, stopped at Cutlets. Everything O. K. in department. Lost time, :50.

12 to 6 watch P. M.: 12:05, left Kutlik. Lost time, :05. 12:05, went on bar. 12:37, backed off bar. Lost time, :22. 1:30, mouth of river. 2:55, stuck on Flats. 6, still on Flats waiting for tide. Everything O. K., in Eng. Dept. Lost time, 3:05.

6 to 12 watch, P. M. 10:45, started ahead again. Time lost, 4:45. Engines working well. 12:00 at end of watch.

COPY OF ENGINEER'S LOG-BOOK—STEAM-
SHIP ROBERT KERR,

Second Trip, 1903.

From Dawson, Yukon Terr.

12 to 6 watch, A. M., Aug. 12.: Abreast Pt. Romanoff, 1:30. Engines making 10 turns. **Steaming** across Flats. Balance of Watch. Everything O. K., at 6 o'clock.

6 to 12 watch, A. M.: Came to anchor at St. Michaels, 8:45.

12 to 6 P. M.: Let fires go out. Overhauling feed pumps. Cleaning and painting Boiler front. Doing cleaning in engine-room:

Aug. 13 (Thursday): Laying at St. Michael. Cleaning tube sheets. Repairing valves on seats in Donkey Pumps. Cleaning and Repairing.

Aug. 14, (Friday): Laying in St. Michael Bay. Repairing brick work in furnace. Washing boilers and cleaning in general.

Aug. 15, (Saturday): Laying in St. Michael Bay. Finishing washing boilers. Painted Donkey Boiler. Put gumits under bolts in steam pipe floung. Finished brick work in furnaces.

- Aug. 16, (Sunday): Repairing tubes in center boiler, Pressed rolled and beaded. Rolled and beaded 7 in S. Boiler. Rolled and beaded 1 in P. Boiler.
- Aug. 17, '03 (Monday): Laying at St. Michael. Finished cleaning boilers and put a little fire under some. Cleaning out large tank in the Hold. Painted smoke stack.
- Aug. 18, '03, (Tuesday): Laying at St. Michael. Cleaning out tank in Hold. Put fire under main boilers. Got about 40 lbs. steam.
- Aug. 19, (Wednesday): Laying at St. Michael. Repairing steering Engine, Donkey Boiler. Done some pipe fitting on Injector. Steam on main Boilers. Ground in blow-off valve on Main Boilers.
- Aug. 20, (Thursday): Lying at St. Michael. Waiting for S. S. Thomson.
- Aug. 21, (Friday): Laying at St. Michael's.
- Aug. 22, A. M.: In St. Michael Harbor, Set watches at 6 A. M. Started fires at 7:30 A. M. Steam at 8:30 A. M. Moved out to S. S. Elihue Thomson at 11:30 A. M. steaming out to S. S. Thomson at end of watch.
- Aug. 22, P. M., 12 to 6 watch: Made fast alongside S. S. Elihu Thomson, 12:30 P. M. Laying

alongside Thomson the balance of watch. Keeping steam to run Compressors pumping down rooms.

Aug. 22, P. M., 6 to 12 watch: Laying alongside of S. S. Elihu Thomson taking in cargo; pumping Refrigerator Rooms down. Everything O. K. in department.

Aug. 23, A. M., 12 to 6 watch: Laying aside S. S. Elihu Thomson. Not taking cargo this watch. Got the Rooms down to 30° at 6 A. M. Everything O. K. in department.

6 to 12 watch A. M.: Laying alongside S. S. Elihu Thompson Leading the Barge Peter, Running both compressors. Rooms down to 26° at 12:00. Everything working well in Department. Blowed boilers twice during the watch.

12 to 6 watch P. M.: Laying alongside S. S. Elihu Thomsen. Running both compressors pumping down rooms. Started to load cargo in small rooms at 3 P. M. Left side of S. S. Thompson to turn around at 5:30. Was turning at end of watch.

6 to 12 watch P. M.: Got turned around and made fast to S. S. Thomson 6:15. Stopped loading cargo aboard at 9:30 P. M. Blowed main boilers once (1) during the watch. Both com-

pressors running the entire watch. Everything working good in department.

Aug. 24, 12 to 6 watch A. M.: Laying alongside S. S. Elihu Thomson throughout watch. Started to load cargo at 5 A. M. Blowed boilers once this watch. Everything O. K. in department.

Aug. 24, 6 to 12 watch A. M.: Laying alongside S. S. Elihu Thompson putting cargo aboard the entire watch. Overhauled Register Gear. Blowed boilers twice (2) during watch. Both compressors running. Everything O. K. in Department.

Aug. 24, 12 to 6 watch P. M.: Still alongside S. S. Elihu Thompson taking cargo aboard. Blowed boilers twice (2) during watch. Running both compressors. Everything O. K. in department.

Aug. 24, 6 to 12 watch P. M.: Laying alongside of S. S. Elihu Thompson. Both compressors running. Finished loading both of the large rooms at 10:30 P. M. Blowed boilers once during watch. Everything O. K. in Dept.

Aug. 25, 12 to 6 watch A. M.: Laying alongside S. S. Elihu Thomsen. Blowed boilers twice (2) during watch. Everything O. K. in department.

Aug. 25, 6 to 12 watch A. M.: Laying alongside of S. S. Elihu Thompson. Started to load small rooms, 7:30. Finished loading small rooms, 10:55. Started to warm engines, 10:30. Blowed boilers twice during the watch. Everything O. K. in dept. 12:00, all ready to leave S. S. Thompson.

Aug. 25, 12 to 6 watch P. M.: Left S. S. Elihu Thompson, 12:00. Landed in St. Michaels Bay, 1:15. Landed alongside of wood Barge, 1:50. Blowed boilers three times this watch. Everything O. K. in department.

Aug. 25, 6 to 12 watch P. M.: Laying at anchor in St. Michael Bay, waiting for fair weather. Everything all right in Department.

Aug. 26, 12 to 6 A. M.: Laying in St. Michael Harbor waiting fair weather. Blowed boilers twice (2) during watch. Everything O. K. in department.

Aug. 26, 6 to 12 A. M.: Laying in St. Michael Bay waiting for favorable weather. Steam on main boilers. Blowed boilers twice. Everything well in department.

Aug. 26, 12 to 6 P. M.: Laying in St. Michael Bay waiting for favorable weather. Blowed boilers three (3) times. Everything O. K. in department.

- Aug. 26, 6 to 12 P. M.: Laying at anchor in St. Michael Bay waiting for favorable weather. Steam on main boilers. Blowed boilers 3 times. Everything well in department.
- Aug. 27, 12 to 6 A. M.: Laying in St. Michael waiting for good weather. Steamer Sarah arrived from Dawson at 4:30. Blowed boilers (3) times during watch. Everything O. K. in Department.
- Aug. 27, 10 to 12 A. M.: Laying at anchor in St. Michael Bay waiting for wind to go down. Everything O. K.
- Aug. 27, 12 to 6 P. M.: Laying in St. Michael Bay waiting for favorable weather. Blowed boilers three times during watch. Everything O. K. in department.
- Aug. 27, 6 to 12 watch P. M.: Laying at anchor in St. Michael Bay waiting for favorable weather. Everything O. K. to end of watch.
- Aug. 28, 12 to 6 A. M.: Received orders to be ready to leave at 3 o'clock A. M. 2:10, started to warm engines. 2:55, left anchorage. 3:15, Landed at N. C. Dock. 3:45, started to back away from dock. Tug Meter had to pull us away. 4:25, went alongside Barge to repair rudders. 4:45, left for Dawson. 6:00, En-

gines making 10 turns. Everything working well.

Aug. 28, 6 to 12 A. M.: passed Stewart Island. Engine making 9 to 10 turns per minute. Boilers working fairly well. About 2/3rds. way across from Stewart Island to Pt. Romanoff at end of watch. Everything working well.

Aug. 28, 12 to 6 watch P. M.: 1:05, abreast Pt. Rhomanough, stuck on flats waiting for tide. Still on flats at end of watch. Everything O. K. in Dept. Time lost, 21:15.

Aug. 28, 6 to 12 watch P. M.: 7:50, got under weigh. Stopping backing and going ahead continually throughout the watch. Engines and boilers working well—time lost two hours. Steamer Sarah passed with Barge at 11:30.

Aug. 29, 12 to 6 A. M.: Still stuck on flats. Taking advantage of the opportunity to wash boilers. Cooling Boilers, running Donkey Boiler, Put water glass in Donkey Boiler. Time lost, 6 H.

Aug. 29, 6 to 12 A. M.: Laying on mud flats short distance from mouth of Yukon River, Steamer badly bent, cooled and emptied boilers. Found considerable scale in all three boilers.

Everything in fairly good condition in Engineer's Department. Time lost, 6 hours.

Aug. 29, 12 to 6 watch P. M.: Washed boilers and started to pump at 3:50. Put small fire under main boiler at 5:30. Time lost, 6 hours.

Aug. 29, 6 to 12 watch P. M.: Steam at 9 P. M. Got engines ready to try to get off Mud Flats at 11:55. Blowed boilers once. Everything in Department in good order at end of watch. Time lost, 6 H. Coast Oil Boat Kaywkuk run into stream and passed on 9 P. M.

Aug. 30, '03, 12 to 6 watch A. M.: 12:30, working engines try to back off going ahead back and stopping continually till 2:30 when steamer came off mud bank. 2:30, anchored in channel. Blowed boilers time up to 3 A. M. Lost time, 6 H.

Aug. 30, 6 to 12 watch A. M.: Laying at anchor in channel of Postolic Bay. Left fires die out under main boilers; steam on Donkey boiler at 7 A. M. Everything all right in Department. Time lost, 6 hours. 8:30, St. Cudahy passed out.

Aug. 30, 12 to 6 watch P. M.: Laying at anchor in channel of Pastootic Bay. Steam on donkey boiler, no fire under main boilers. Barge

still aground at end of watch. Everything O. K. in department. Time lost, 6 hours.

Aug. 30, 6 to 12 watch P. M.: 9:55, Seata passed on way up river. 10:10, started fires under main boilers. 11:30, steam all ready to move. 11:35 captain orders to get ready. 11:45, captain countermands order—won't want steam for one hour. Everything seems all right in engineer's department, at end of watch. Time lost, 6 hours.

Aug. 31, 12 to 6 watch A. M.: 12:00, still laying at anchor. Barge on flats yet. 1:15, started to pull on Barge. 2:30, got Barge off. 3:20, got Barge made fast to steamer and under way. 4:10, entered mouth of River. Running under slow bell, stopping and going ahead the last hour. 5:30, landed at wood pile. Time lost, 3 H. 30 M. Everything working well in Engineer's room department.

6 to 12 watch A. M.: Register stands 1999 at beginning of watch.

Aug. 31, 8:00: Left wood pile. Time lost, 2 hours. 11:10, stop at Old Hamilton, took 8 cords wood. Set upon quarter of Port Pillar Block—Removed after trips. 11:50, moved back to wood. 11:55, taking in wood. Register stands at 50 min. end of watch 4.748-

1999-2.749. Everything all right at end of watch.

Aug. 31, 12 to 6 watch P. M.: 12:10, left Old Mamilton Reg. 4.748. Time lost, 10 min. Purser reports taking 6 cd. wood. 2:23, passed small stern wheeler going up river. 3:20, stopped at wood pile. 4:10, left wood yard. Time lost, 50 min. Everything O. K. at end of watch. Register stands 9.018-4.748-4.270.

Aug. 31, 6 to 12 watch P. M.: 7:00, make fast to bank for night. Blowed boilers 3 times. Register stands 9.959-9048-911. Everything all right at end of watch. Time lost, 5 hours.

Sept. 1, 12 to 6 watch P. M.: 4:10, left bank for river. Lost time, 4 H. 10 M. Backed down to New Switch Bay. 4:40, stuck on bar. Lost time, 20. 5:00, got off Bar and went ahead. 5:23, Stuck again—backed right off. 6:00, register stands 11.150-9959-1191. Everything working fairly well in department. Total lost time 4 H. 30 M.

Sept. 1, 6 to 12 watch A. M.: Assistant engineer reports tubes in main boilers leaking slightly. Blowed boilers several times during watch. Unable to detect leaking tubes while under headway. Register stands 16.585-11.150-5435.

Everything doing fairly well in engineer's department to end of watch.

12 to 6 watch P. M.: 1:00, loaded at Indian wood pile. 2:15, left wood pile. Delay 1 H. 15 M. Purser reports taking $12\frac{1}{2}$ cords of woods. Port Piston getting loose on rod, landed 5:00, at old Andrusky wood pile. Took 11 cords of wood at Andrusky. 5:55, left wood pile. Delay 55 min. Register stands 20,275-16.585-3,690. Total time lost, 2 H. 10 M.

6 to 12 watch P. M.: 6:10, stop Andrusky Pier. 7:10, left Andrusky Pier, 10:25, slowed down five minutes. Port piston seems to be about the same. Tubes in main boiler leaking. Everything else about as usual at end of watch. Registered 25.085-20275-4.810. Time lost, 1.05.

Sept. 2, '03, 12 to 6 watch A. M.: 1.40, landed at Bank to Duck Run. Lighted up, Port Piston. Tubes leaking quite a bit. Left River bank at 3:33. Time lost, 1 H. 52. Passed Str Will H. Isom on way down river at 4:50. Steamer Leah alongside going up river at 6:00. Everything working fairly well in department. Register stands 29,000-20,275-8,725.

6 to 12 watch A. M.: Stopped at Pilschers wood Ford, 10:00. Took 20 cords of wood. Changed

suction valves in Donkey Feed Pumps. Tubes in centre-boiler leaking. Steamer Leah posted up, 10:30. Register stands 32.778-29000-3.778. Everything as well as can be expected, 2:00.

12 to 6 watch P. M.: Repacked plungers and piston rods on donkey feed pumps. Left wood yard at 4:05. Time lost, 4:10. Only making 8 turns. Center boiler leaking so bad can't get steam. Purser reports 26 cds wood. Tied up to bank to repair tube, 6:00. Register stands 34.165-32.778-1,387.

6 to 12 watch P. M.: Laying at Bank cooling boilers down so as to roll tubes and clean boilers. Port Boiler appears to have slight blister over bridge wall. Things in general do not look good. Got steam on Donkey boiler—running compressor with the same. Watch ends with things in not very good shape.

Sept. 3, 12 to 6 watch A. M.: Working on boilers, cooling down and rolling tubes. Considerable scale and mud in all boilers. Lost time, 6 hours.

6 to 12 watch A. M.: Laying at River bank rolling tubes and cleaning boilers. Put ferrels in tubes. Found great quantity of scale in all boilers. Midships Boiler down in one spot

about four inches in diameter—directly over
bridgewall. Time lost, 6 hours.

12 to 6 watch P. M.: Working on tubes and cleaning
boilers. Boilers clean and tubes tight with
cold water. Put ferrels in 10 tubes. Rolled
all in midship boiler, some in wing boiler.
Time lost, 6 hours.

6 to 12 watch P. M.: Through repairing and clean-
ing boilers, started fires at 6.15 P. M. Steam
at 9 P. M. Everything seems all right. 9:15,
Started on our way. Steam 130 lbs in Fire-
man Guage. Run two hours and ten minutes
this watch, everything working all right.
Register stands 36,346-34,300-2,046 for watch.
Lost time, 3 hours 50 min.

Sept. 4, 12 to 6 watch A. M.: Steaming up river the
entire watch. Boilers doing well; everything
in department doing fairly well. Register
at 6 o'clek stands 41,789-36,346-5,443.

6 to 12 watch A. M.: 6:50, passed Russian Mission,
steamed up river, nothing unusual occurring.
Boilers working fairly under reduced steam
pressure. Everything in department doing
as well as expected. Register stands 47,077-
41789-5.288 for watch.

12 to 6 watch P. M.: 1:40, steamer Sarah passed on
her way up river at 4:30, Hendrick Store

stopped for woodman. 3.10, passed Lavelle Young on her way down river. 4:55, landed at Pymute wood pile. Set up on quarter brasses on port side. Time lost 1 H. 5 M. Register stands 51,323-47077-4,246.

6 to 12 watch P M.: Laying at Pymute taking wood—took 45 cords. Blowed tubes in all three boilers, washed out donkey boiler and refilled ready for use. Main boilers appear to hold water all right. Everything as well as can be expected under circumstances. Register stands 51,323-51,323-0000 for watch. Time lost, 6 hours.

Sept. 5, '03, 12 to 6 watch A. M.: 12:45, left Pymute wood yard, steaming up river nothing unusual occurring. Everything in department doing well. Register stands 56,140-51,323-4.717. Time lost, 45 min.

6 to 12 watch A. M.: 6:25, passed Holy Cross Mission running up river the entire watch, chief engineer taken very sick with cramps of the stomach, nothing on board to relieve pain of any description. The missionary came on board at Anvis and consulted the chief engineer with regards his sickness and left some medicine. Register stands 61,436-56,040-5.396.

12 to 6 watch P. M. : 12:40 stopped at wood pile; 1:30, left wood pile—lost 50 min. 3:10, arrived at Anvis wood yard. Repacked starboard piston rod. Still taking wood at end of watch. 8 cords of wood at 6 mile. 31 cords of wood at Anvic. Register stands 63,653-61,436-2,217. Chief Eng. very little better. Total lost time, 3 H. 40 M.

6 to 12 watch P. M. : 7:10, left Anvic wood yard—lost 1 H. 10 M. Steaming up river the entire watch. Everything doing well in department. Register stands 68,419-63,653-4,766. Total time lost 1 hour and 10 min. Chief engineer very little better.

Sept. 6, '03, 12 to 6 watch A. M. : Stopped at wood yard at 3:45. Left wood yard at 6:00. Time lost, 2:15. Took 15 cords wood at 45 miles. Everything working all right in Department. Register stands 71,560-68,419-3,141. Chief Eng. still in bed, about the same.

6 to 12 watch A. M. : Stopped for 5 min. to fix monkey rudder. Went to bank to fix monkey rudder—8:25. Lost time, :05. Left Bank at 8:50. Time lost, :25. Everything doing fairly well in department. Register stands 76,300-71,560-4,740. Chief Engineer a little better.

12 to 6 watch P. M.: Passed coal mine, 2:20. Barge Peter struck on bar, 4:50. Have been back and going ahead trying to get barge off until end of watch. Register stands 81,164-76,300-4,864. Time lost, 1:10. Chief engineer not quite so well to-night.

6 to 12 watch P. M.: Pulling on barge until 9 o'clock, and then quit working. Got orders to be ready at 2 o'clock, A. M. Left Barge to go to Bank to put off some wood at 11:30. Steamer John J. Healy passed, 12:10. Going up river at 6:00.

Sept. 7, '03, 12 to 6 watch A. M.: 4:35, went out to barge. Still working on barge at end of watch. Register stands 81,709-81,164-545. Chief engineer about the same. Time lost, 6 hours.

6 to 12 watch A. M.: 7:40, got barge off bar. Land at bank to take on board wood that had been discharged to lighten barge. Laying at bank taking on the wood balance of watch. Lost time, 6 hours. Register stands 82,485-81,709-776. Chief engineer got out of bed for awhile this morning, but is very bad yet.

12 to 6 watch P. M.: 1:00, left bank for up river. 2:35, passed coal mine—nothing unusual happening the balance of the watch. Everything

doing fairly well in department. Lost time, 1 hour. Chief engineer is about the same as far as we can see. Register stands 86,900-82,485-4,415.

6 to 12 watch P. M.: 11:45, passed K̄atlag. Everything doing well. Register stands 91,840-86,900-4,940. Chief engineer resting a little better.

Sept. 8, 12 to 6 watch A. M.: Blew a gasket in Port Syl. at 1:30. Landed at wood pile at 2:00. Put gasket on Post Syld. Head. Set up on quarter brasses on both sides, taking wood at edge of water. Time lost, 4. Register stands 93,406-91,840-1,566. Chief engineer is slightly better. Hasn't eaten anything since he took sick. Repacked Post piston rod.

6 to 12 watch A. M.: Left wood pile at 10:20. Time lost, 2:20. Everything working as usual in department at end of watch. Chief in pretty good spirits, but still confined to the bed. Register stands 95,060-93,406-1,654. Took 41 cords wood, 12 miles above Kaltag.

12 to 6 watch P. M.: Passed Nadola Kaket, 2:20. Slowed down to sound near Mullato, 3:10. Full speed ahead, 3:18. Mullato, 3:35. Left Mullato, 4:00. Time lost, :25. Chief engineer came down in the engine room for sev-

eral hours, but should be in bed. Register stands 99,865-95,060-4,805.

6 to 12 watch P. M.: Landed mouth Kayukuk, put off some freight, 7:25. Left Kayukuk at 9:25. Time lost, 2:00. Stopped at bank, 9:50. Left bank at 10:10. Time lost :20. Register stands 103.428-99.865-3,563. Chief Engineer about the same.

Sept. 9, 03, 12 to 6 watch A. M.: 1, landed at wood yard. Cooling down boilers to wash, still cooling down at end of watch. Register stands 104,131-103,428-703. Chief engineer continues the same. Lost time, 5 h.

6 to 12 A. M. Watch: 8, commenced to wash boilers. Examined tubes in bask end of boilers and found them tight. 11:30, finished washing, and started to pump up. Pumping up at end of watch. Register stands 104,131-103.428-703. Chief engineer in engine room, but not any betted. Lost time, 6 H.

12 to 6 watch P. M.: 12:05, started fires under main boiler. 1:30, steamer got loose from bank and drifted down river until we had steam and stopped her. 2:15, steam and ready to go. 2:45, went ahead. 3:15, landed at wood pile. 4:20, left Bishop Mt. wood Yard. Lost time. 4:20. Took 38 cords wood at Bishops Moun-

tain. Everything working well. Register stands 106,233-104,131-2,102.

6 to 12 watch P. M.: Running up river throughout the entire watch. This is the first watch stood by chief engineer since A. M. Watch, 5th inst. Everything doing fairly well. Register stands 111,635-106,233-5,402 turns for watch.

Sept. 10, '03, 12 to 6 watch A. M.: Made a short stop at Lincoln Tell. Station, 1:15. Time lost, 5. M. Running up river the balance of watch. Everything O. K. in department. Register stands 115,150-111,635-4,315.

6 to 12 watch, A. M.: Stopped at wood pile at 7:05. Left wood pile at 7:32. Time lost, 27 M. Took 4 cords wood 35 miles below Cochrane. Running up river balance of watch without stop. Everything in engineers department working fairly well. Register stands 120,314-115,950-4,364 for watch.

12 to 6 watch P. M.: Passed Cochrane Station at 3:50. Steaming up river balance of watch. Steamer Leah just ahead. At end of watch everything working well. Chief Engineer not well yet, but is standing his watch. Register stands 124,370-120,314-4,056.

6 to 12 watch P. M.: Passed Steamer Leah laying at Bank at 6:10. Steaming up river the whole

of this watch without intermission. Everything in the department appears to be all right. Register stands 127,615-124,370-3,245.

Sept. 11, '03, 12 to 6 watch A. M.: 1:00, stopped at the Birches. Blowed tube on main boiler, changed suction valves in Donkey feed pumps. Set up on crank pin of starboard compression. 4:10, left the Birches after picking up some drift wood. Purser reports taking six cords of wood at Birches. 4:50, went to Bank, too foggy to run. Register stands 128,867-127-615-1,212. Time lost, 4 H. and 20 M.

6 to 12 watch A. M.: 6:12, left Bank for up river—lost 12 min. 7:00, stopped to pick up wood. 7:40, started up river. Time lost, 40 M. Tube in port wing boiler leaking. Took 3½ cords wood, owner not known. 8:10, went to bank to pick up wood. 9:15, left for up river. Time lost, 1:05. 11:00, stopped to take wood. Time lost, 1 H. Taking wood at the end of watch. Everything doing well, except port wing boiler. Register stands 130,959-128,867-2,112 turns for watch. Whole time lost, 2:45.

12 to 6 watch P. M.: Taking wood most of watch. 5:00, left wood pile. Everything working all right, except port wing boiler. Register stands 131,925-130,959-966 turns for watch.

Total time lost, 5 H. Took 14 cords wood belonged to Larson.

6 to 12 watch P. M.: 9:00, stopped telegraph station fifteen miles from Fort Gibbon. Lay till 3 A. M. Lightened port side donkey to stop knocking. Register at end of watch, 134,490-131,-25-2465 for watch. Total lost time, 3 H. Everything same as usual.

Sept. 12, '09, 12 to 6 watch A. M.: Laying at Telegraph Station—15 miles below Ft. Gibbon first part of watch. Sept. station at 3:15. St. James Old Mission abreast at 5:00. Everything working fairly well. Register stands 13,850-134,490-2,360 turns. Time lost, 3:15.

6 to 12 watch A. M.: Arrived at Port Gibbons, 7:10. Moved up from Military Dock to N. A. T. Co., 10:10. Laying at Fort Gibbons at end of watch. Chief engineer not so well to-day. Doctor's examining him now. Everything fairly well. Register stands at 138,055-136,-850-1,285. Time lost, 4:50. Took 13 cds. and 8 cds. wood, making 21.

12 to 6 watch P. M.: Left Fort Gibbons at 1:25. Time lost, 1:25. Passed St. James Mission, 2:05. Stopped to take wood at 3:25. Time lost, 2:45. Overhauled donkey feed pumps. Reg-

ister stands 139,712-138,055-1,657 turns.
Taking wood at end of watch.

6 to 12 watch P. M.: Laying at wood yard about 15 miles above Fort Gibbon taking on wood. Port boiler tubes still leaking about the same. Everything else in department apparently working all right. Register stands 139,712-139,712-0000 for watch. Taking on wood till 10:20 P. M. Everything as usual. Time lost, 6.

Sept. 13th, '03, 12 to 6 watch A. M., Sept. 13, 03.: 3:45, left wood pile. Everything going along as usual. Total time lost, 3:45 in engineer's department. Register stands 141,670-13, 9, 712-1,958. Took 50 cords wood as reported by purser.

6 to 12 watch A. M.: 7:30, tubes commenced leaking badly in port wing boiler and steam run down to 70 lbs. on boiler gauge. 8:20, went to bank and made fast to repair tubes in main boiler. 9:00, commenced cooling down. Got steam on donkey boiler. Laying at River Bank at end of watch. Register stands 143,534-141,670-1,864 turns for watch. Total time lost, 3½.

12 to 6 watch P. M.: Cooling down and washing main boilers. Repairing tubes in port wing boiler.

Register stands 143,534-143,534-00000. Total time lost, 6.

6 to 12 watch P. M.: Finished washing and repairing boilers, cleaned and blowed tubes, pumped up boilers. Started slow fires at 11 P. M. Register, 143,534-143,534. Everything appears all right in department at end of watch. Total time lost, 6.

Sept. 14, '03, 12 to 6 watch A. M.: Steam at 2:35 A. M. Left for up river, 4. Time lost, 4. Boilers working all right now. Rampart Rapids at 6. Register stands 145,272-143,534-1,738.

6 to 12 watch A. M. Running up river all watch. Everything working fine. Carrying 130 lbs. steam on Five room gauges. Register stands 150,400-145,272-5,128 for watch.

12 to 6 watch P. M.: Landed at wood pile just below Rampart at 12:50. Left wood pile at 3:50. Time lost, 3. Set upon port crank pin. Arrived at Rampart at 4:30. Left Rampart at 5:10. Time lost, :40. Took 26½ cords wood 4 miles below Rampart. Stopped at Bank for 5 min. 5:45. Time lost, :05. Everything well in department. Register stands 152,800-150,400-2,400.

6 to 12 watch P. M.: Slow, stop and ahead full speed, 10:10. Slow, stop and back full speed, 11:40.

Ahead slow to end of watch. Register stands 158,087-152,800-4217 for watch. Everything working well to end of watch.

Sept. 15, '03, 12 to 6 watch A. M.; Stop engine, 12:01. Made fast till fog clears away. Left bank for up river, 4:00. Time lost, 4. Landed at Wood-pile Suttons, 5:15. Time lost, :45, Register stands 159,258-158,017-1,241 turns for the watch.

6 to 12 watch A. M.: Purser reports taking 14½ cords wood 25 miles above Rampart. 9:20, left Sutton's wood yard. Steamer T. C. Power passed. 11:15, on his way down river. Running up river most of watch. Everything working well in engineer's Department. Register stands 171,765-159,258-2,507 for watch. Set up on quarter brasses on both port and starboard side. Total time lost, 3:20.

12 to 6 watch P. M.: 5:55, passed Port Hamlin. Steaming up river the entire watch without stops. Everything doing well in Dept. Register stands 167,206-159,258-7,948 turns for the watch.

6 to 12 watch P. M.: 7:40, made fast for night, laying at river bank balance of watch, changed suction valves in donkey feed pumps. Everything apparently all right at end of watch.

Register stands 168,548-167,206-1,342 for watch. Total time lost, 4:20.

12 to 6 watch A. M.: Laying at bank this watch, too dark to run, nothing unusual happening. Register stands 168,548-168,548-6.

6 to 12 watch A. M.: Left Bank for up river at 6:40. Time lost, :40. Tied up to bank too much fog, 6:55. Under weigh again, 10:40. Stop and back steamer, 11:35. Time lost, 40. On sand bar continuing to back until end of watch. Everything in Department appears all right. Register stands 169,500-165,548-.952.

12 to 6 watch P. M.: Steamer off sand bar, 12:00. Everything going well the balance of watch. No wood at the Murrays. Register stands 174,882-169,500-5,382.

6 to 12 watch P. M.: Made fast for night, 6:20. Deck crew getting drift wood. Everything appears all right in Engineer's Department. Register stands 175,141-174,882-.259 for watch. So ends this watch. Time lost, 5:40.

Sept. 17, '03, 12 to 6 watch A. M.: Left bank for up river, 4:10. Slow down, 5:05. Full speed ahead, 5:10. Slowing down quite often. Everything O. K. in Department. Register stands 176,825-175,141-1,684 turns for watch. Time lost, 4:10.

Sept. 17, 6 to 12 watch A. M.: 8:30, stopped at J. Corse Wood Yard. Took 7 cords wood. Blowed tubes in 3 boilers. 9:40, left wood yard for up river. Stopped small leak at end of steam drum of steam pipe connection. Everything appears to be all right at end of watch. Register stands 181,160-176,825-5,335 for the watch. Time lost, 1:10.

12 to 6 watch P. M.: 5:20, stopped, went ahead and slowed down several times. Everything working well throughout the watch. Register stands 186,461-181,161-5,300.

6 to 12 watch P. M.: 6:40, stopped at Victorsburg for wood, and on account darkness. Took 7 cords wood at Victors. Everything in engineer's Department seems all right to end of watch. Register stands 187,180-186,461-0719 turns for watch. Total time lost, 5:20. Thermometer outside stands at 6° above freezing.

Sept. 18, '03, 12 to 6 watch A. M.: Left wood pile at 4. Time lost, 4. Landed for drift wood, 5. Left driftwood landing, 5:50. Lost time, :50. Everything working all right in Department. Register stands 188,191-187,180-1,011.

6 to 12 watch A. M.: Stopped at Victor's new wood yard, 7:30. Left Victor's new wood yard, 7:50. Stopped to pick up wood and fool

away time, 11:00. Deck crew neglect to make str. fast, working engines $\frac{1}{2}$ an hour to try again. Everything in department appears all right. Lost time, 1:20. Register stands 192,-219-188,191-4,028 for watch.

12 to 6 watch P. M.: Left drift wood pile at, 2:10. Lost time, 2:10. Blew a gasket on after end of, at 4:10. Port cylinder, but wasn't delayed any. Stopped for drift wood at 5:00. Lost time, 1:00. Everything working fairly well in department. Register stands 194,861-192,-219-2,642 turns.

6 to 12 watch P. M.: Made new joint port after Cylinder head, orders to be ready at 4 A. M. Deck crew gathering wood. Tubes in port main boiler leaking some. Everything else in Department seems to be all right. Register stands at 194,861—no count this watch. Total time lost, 6. Temperature of atmosphere by thermometer registers 9° above freezing at 12 P. M.

Sept. 19, '03, 12 to 6 watch A. M.: 4, left bank for up river. Everything doing well in department. Snow falling at end of watch. Register stands 196,255-194,861-1,394.

6 to 12 watch A. M.: 11:15, stopped at wood camp. 11:25, under weigh again. Engine worked 13 turns per minute on an average. Port main

boiler tubes leaking slightly. Everything else in department working satisfactory. Register stands 201,460-196,255-5,205 turns for watch. Total time lost, 10.

12 to 6 watch P. M.: Running up river without any stop or delay. 4:05, sounded at Britts wood yard. Running fires down under main boilers. Preparing to wash boilers. Register stands 204,911-201,460-3,451 turns. Time lost, 1.55. Everything O. K.

6 to 12 watch P. M.: Cooling boilers preparatory to washing out and repairing tubes in P. Boiler, took on board 54 cords of wood. Overhauled Donkey feed pump and packed plungers, packed valve seats; put in new set suction valves. Total time lost, 6. Register stands 204,911. Thermometer registers 1° below freezing in the open air at 12 P. M.

Sept. 20, 1903, 12 to 6 watch A. M.: Rolled tubes and drove ferrells in port wing boiler; washed main boilers. Boilers tight when filled. Put fires under main boilers at 5:15. Register unchanged. Time lost, 6.

6 to 12 watch A. M.: Left Britts woods yard, 8:25. Stop to look for wood, 9:45. 35 minutes making landing. Taking on wood to end of watch. Everything seemingly all right to the end of

watch. Total time this watch, 4:40. Register stands 206,479-204,911-1,568 turns for watch.

12 to 6 P. M.: Took on board at camp N. C. 14 eds. wood. Left N. C. wood pile at 1:05. Time lost, 1:05. Passed pilot station at 2:30. Passed Fort Yukon at 5:35. Stuck on bar at 5:50. Time lost, :10. Still on bar at end of watch. Everything all right in department. Register stands 210,903-206,479-4,424.

6 to 12 watch P. M.: Laying on Dam Fool Bar one mile above Fort Yukon stopping and backing occasionally for first two hours of watch. No effort to get steamer off after 8 P. M. Put time ahead 8 minutes this watch. Everything in engineer's department appears to be all right. Register stands 211,026-210,903-123 turns for watch. Thermometer registers 32° in open air at 12 P. M. Total time lost this watch, 6.

Sept. 21, 1903, 12 to 6 watch A. M.: 4:40, started to pull on Barge Peter. 4:55, steamer afloat and pulling on barge. Barge Peter on bar at end of watch. Lost time, 6. Everything O. K. in Department. Register stands 211,258-211,026-.232.

6 to 12 watch A. M.: 7:55, Str. and Barge off Dam Fool Bar. 8:05, on G. D. Fool Bar with bro-

ken rudder off the different Bars and landed at Fort Yukon. 10:20, moved clock eight minutes ahead. Engineer's department seemingly all right. Register stands 211,933-211,258-0,875 turns for watch. Time lost this watch, 6. Laying at Fort Yukon at end of watch.

12 to 6 watch, P. M.: 12:05, moved astern of barge. 12:30, left bank at Fort Yukon to go up the slough.

12:50, stopped in the slough to lay Barge Peter up. Laying in slough putting on new rudder at end of watch. Everything all right in department. Time lost, 6. Register stands 212,160-211,933-227.

6 to 12 watch P. M.: Laying one mile above Fort Yukon. Changed water in Port Midship syphon, took out valve to steam smother pipe, took out pipe and plugged ream connection valve leaked badly (orders to be ready at 5 A. M.) Cleaned out between cylinder timbers under slides, tubes in Port main boiler leaking slightly, everything else much as usual at end of watch. Time lost, 6. Register stands 212,160—no change this watch.

Sept. 22, 1903, 12 to 6 watch A. M.: Put time ahead 15 minutes this watch. Left Barge Peter in

slough at 5:30, and backed down to Fort Yukon and stopped for 5 minutes. Backing down stream at end of watch. Everything in good order except wing boiler in which tubes are leaking a little. Time lost, 5:30. Register stands 212,410-212,160-250 turns.

6 to 12 watch A. M.: Making the crossing we got stuck at 6:30. Backed off and went ahead slow. Touched on sand bar, stopped and backed full speed, 10:15. Off and ahead slow (bad water), 10:25. On sand bar again, 10:40. Engine working full speed astern, off sand bar full speed ahead, 11:45. On sand bar backing and ahead F. S., 11:55. Everything in department seeming all right, except slight tube leak in main wing boilers at end of watch. Register stands 216,850-212,160-13,690.

12 to 6 watch P. M.: Off bar ahead F. speed, 12.05. Slow down at 12:45. Stopped at wood pile at 12:50. Left wood pile at 1:45. Time lost, :55. Took 5 cords wood at Wolverine Pt. Slowed down several times during watch. Stopped and drifted back, and ahead full speed, 5:30. Register stands 221,200-216,850-5,350 turns.

6 to 12 watch P. M.: On bar in center of channel, 6:20. Laying balance on sand bar. Time lost, 5:40. Everything in engineer's department much as usual. Register stands 221,468-221,200-.268 turns.

Sept. 23, 12 to 6 watch A. M.: Laying on bar the entire watch. Put turn packing in piston rods on main engines. Register stands 221,468. Everything all right in department. Time lost, 6 hours.

6 to 12 watch A. M.: 7:15, started to work engines ahead. 7:20, stopped engines to spars steamer around. 9:15 found main midships boiler smoke. Box full of dirt all tubes blocked. Blowed tubes in 3 boilers. Leaking tubes seemingly about stopped. Register not connected during this watch. Everything as usual in dept. Str. still on bar in mud River, trying continually to float steamer. Set up on starboard quarter brasses. Lost time during watch, 6.

12 to 6 watch P. M.: 1:45, steamer Leah passed going up River. Working engines very little this watch. 5:00, working engines in backing motion. 5:45, quit working engines. Total time lost, 6 H. Still on bar at end of watch. Register stands 222,044-221,468-.576.

6 to 12 watch P. M.: Str. still fast on sand bar in mud channel. Everything all right in Engineer's Department to end of watch. No changes in register this watch. Time lost this watch, 6.

Sept. 24, 12 to 6 watch A. M.: Put turn packing in valve s'lin on starboard Eng. Steamer still laying on sand bar. Everything O. K. in Department. No change in register. Port wing boiler leaking more. Changed suction valves in donkey feed pumps. Lost time, 6.

6 to 12 watch A. M.: Str. still on sand bar. Keeping steam on main boilers. Everything all right in engine department. No change in register this watch. Total time lost this watch, 6.

12 to 6 watch P. M.: Str. still on bar. Steam on main boilers. Everything in Eng. department O. K. No change in register. Total time lost, 6 hours. Disconnected and plugged drain pipe of starboard water column on account of leaking valve.

6 to 12 watch P. M.: Steamer still on sand bar. Keeping steam on main boilers. Tubes leaking slightly in wing boiler. Everything else apparently all right in engineer's department. No change in register this watch. Rubber er-gine over during 12 to 6 watch this afternoon, and then locked wheel.

Sept. 25, '03, 12 to 6 watch A. M.: Laying on sand bar.

Steam on main boilers. Everything all right in Department. No change in register. Time lost, 6 h.

6 to 12 watch A. M.: Repacked capstan engine, washed donkey boiler got the same ready to get steam. Steamer still on sand bar keeping steam on main boilers. No change in register this watch. Everything as usual in engineer's department—tubes leaking a trifle in main boilers. Total time lost this watch, 6.

12 to 6 watch P. M.: Str. still on sand bar. Steam on main boilers. Worked engines a little this watch. Everything as usual in Engineer's department. No change in register. Total time lost, 6.

6 to 12 watch P. M.: Steamer still on sand bar, worked engines for short time. Everything in engineer's department as usual. Tubes leaking slightly in wing boilers. Register remains unchanged. Total time lost this watch, 6.

Sept. 26, 1903, 12 to 6 watch A. M.: Steamer still on bar. Everything as usual in engineer's department. Register not changed. Tubes leaking slightly. Total time lost, 6.

6 to 12 watch A. M.: Working engines in backing motion for 15 minutes. Still on sand bar.

Deck crew working continually to get steamer off, tubes in main boilers leaking slightly. Everything as usual in department. No change in register during watch. Total time lost this watch, 6.

12 to 6 watch P. M.: Worked engines in backing motion several times during watch. Nothing unusual occurring this watch. Steam on main boiler. Everything O. K. in department. No change in register. Time lost, 6.

6 to 12 watch P. M.: Steamer still on sand bar. Tubes leaking in main boilers. Everything else much as usual to the end of watch. Keeping steam on main boilers. No change in register this watch. Time lost during watch, 6.

Sept. 27, '03, 12 to 6 watch A. M.: Steamer still on bar. Everything as usual in Eng. Department. Steam on main boilers. Time lost, 6. No change in register.

6 to 12 watch A. M.: Still laying on said bar. Everything as usual in engineer's Department. No change in register. Time lost, 6.

12 to 6 watch P. M.: Still on sand bar. Nothing unusual happening in engineer's department. Worked engines for $\frac{1}{2}$ hour. Time lost, 6. No change in register.

6 to 12 watch P. M.: Steamboat still on sand bar, keeping steam on main boilers. Tubes leaking some in main boilers. Everything much as usual in engineer's Department. No change in register this watch. Total time lost in watch, 6.

Sept. 28, '03, 12 to 6 watch A. M.: Steamer still on sand bar, steam on main boilers. Everything as usual in Department. No change in register. Time lost, 6 hours.

6 to 12 watch A. M.: Steamer Cudahey passed going down river at 7:30, working engines a considerable. Everything as usual in engineer's department. No change in register. Time lost, 6 hours.

12 to 6 watch P. M.: Steam on main boilers, working engines some this watch. Got steamer off bar at 5:55. Everything in very good shape in engineer's department, except tubes leaking slightly. Time lost, 6.

6 to 12 watch P. M.: Steamer tied up to bank at 6:15. Keeping 60 lbs. steam on main boilers. Everything much as usual in Eng's department. Tubes in main boiler leaking slightly. No change in register. Total time lost this watch, 6.

Sept. 29, '03, 12 to 6 watch A. M.: Steamer laying at Bank. Steam on main boilers. Everything all right in department. No change in register. Time lost, 6.

6 to 12 watch A. M.: Laying at bank picking up wood. Repaired steam steering gear, making new tripper and etc. Everything much as usual in main boilers. Lost time, 6.

12 to 6 watch: Left for up River, 12:20. Landed at Bank for wood, 2:00. Picking up wood at end of watch. Everything working fairly well in engineer's department. Register stands at 223,608-222,044-1,564. Time lost, 4:20.

6 to 12 watch P. M.: Laying at river bank waiting for daylight, str. short of wood. Tubes in main boilers leaking slightly. Everything else in department much as usual. No change in register. Lost time this watch, 6.

Sept. 30, '03, 12 to 6 watch A. M.: Laying at bank keeping 60 lbs. steam on main boilers. Tubes leaking slightly in wing boilers. Everything as usual in department. No change in register. Time lost, 6.

6 to 12 watch A. M.: Laying at River bank. Deck crew getting wood. Str. Rock Island passed down, 9. A. M. Orders to get ready to move up a short distance, 11:45. Everything as

usual in engineer's department. No change in register this watch. Time lost, 6.

12 to 6 watch P. M.: Moved steamer up to wood, 12:05. All post. Left river bank for up river, 2:40. Time lost, 2. Tied up to bank at 2:40. Burning fired down under main boilers. Cooling down to wash boilers. Steam on donkey boiler at 5. Time lost, 3:20. Register stands 223, 949-223,608-341.

6 to 12 watch P. M.: Cooling main boiler down. Preparing to wash out. Laying at Half way Island. Everything in engineer's department much as usual. Slight leak in tubes at back end of main boilers. No change in register this watch. Time lost during watch, 6.

Oct. 1st, 1903, 12 to 6 watch A. M.: Boilers cooled down and washed at 5. A. M. Examined tubes in back end. Drove some ferrels and filled boilers. Boilers not very dirty. Lost time this watch, 6.

6 to 12 watch A. M.: Started fires under main boilers, 6:15. Left landing for another try, 9:15. Made fast to Bank, 10:35. Laying still to find out channel, everything much the same in Department. Register stands 324,863-223,949-1,114 turns for watch. Lost time this watch,

4:40. River very low, St. cannot proceed on voyage without rise in the River.

12 to 6 watch P. M.: 2:50, steamer Leah landed at Bank alongside Str. Kerr. Set up on quarter brasses on both ends of shaft. Register 224,969-224,863-.106 turns. Time lost, 6.

6 to 12 watch P. M.: Laying at the bank at Half Island waiting for daylight, and to get information as to the depts of water in channel. Keeping low steam on main boilers. Everything as usual in department. No change in register this watch. Tubes leaking slightly in port wing boiler. Lost time this watch, 6.

12 to 6 watch A. M.: Laying at River Bank. Tubes leaking in port wing boilers. Everything else in fairly good condition in engineer's department. No changes in register. Time lost, 6 Hours.

6 to 12 watch A. M.: Left landing at $\frac{1}{2}$ Way Island, 8:15. Carrying 150 to 180 lbs. steam on fire-room gauges to get through swift places at Evans Bar. Landed at wood lache to pick up 6 cords wood, 9:40. Wood on board and under weigh again, 9:55. Everything working first rate. Port wing boiler tubes leaking slightly. Register stands 228,000-224,969-

3,031 for watch. Total time lost this watch, 2.

12 to 6 watch P. M.: Carried 150 lbs. steam for $\frac{3}{4}$ of an Hour. Stuck on bar, backed off, stuck again, 4. Backed and went ahead for 20 min. Time lost, :20. Broke water glass on star-board boiler. Landed at River Bank and tied up at 5. Tubes in port wing boiler leaking. Time lost, 1. Everything else working good. Register 232,246-228,000-4.246 turns.

6 to 12 watch P. M.: Laying at river bank unable to proceed on account of low water, keeping low steam on main boilers. Tubes leaking slightly in port wing boiler. Everything much as usual. No change in register this watch. Total time lost during watch, 6.

Oct. 3, 1903, 12 to 6 A. M. watch.: Laying at River Bank. Low steam on main boilers. Everything as usual in department. No change in register this watch. Total time lost, 6.

6 to 12 watch A. M.: 7:30, moved across the River. 8:00, steamer all fast laying at river bank waiting for help from up river, or to get ready for winter quarters. Keeping low steam on main boilers. Tubes in port main boilers leaking slightly. Everything else all right. Register stands 232,409-232,246-0,163. Lost time, 6.

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12 to 6 watch P. M.: Laying alongside river bank, keeping low steam on main boilers. Everything as usual in engineer's department. No change in register.

6 to 12 watch P. M.: Steamer laying at river bank below 12 mile bar waiting for the River to rise or assistance from Dawson. Tubes in port main boiler leaking slightly. Everything else as usual in engineer's department. No change in register this watch. River extremely low. Lost time, 6.

Oct. 4, '03, 12 to 6 watch A. M.: Laying at River Bank keeping low steam on main boilers. Everything as usual in engineer's department. No change in register. Time lost, 6.

6 to 12 watch A. M.: Laying at River Bend waiting. Overhauled donkey pumps (fire pumps). Put in new valve seats and new valves, drained hydrants and hydrant pipe. Port boiler tubes leaking slightly. Everything else much as usual to end of watch. Lost time, 6.

12 to 6 watch P. M.: Moved up river to try new channel, 1:55. Time lost, :55. Stopped to pick up wood at 2:15. Time lost, :35. Moved up river a little to get more wood at 2:50. Stopped for wood at 3:05. Put turn packing

in expansion joint on starboard steam pipe. Laying at river bank for the night at 6. Everything as usual in department. Register at 232,668-232,246-422 turns. Time lost, 5:40.

Mistake.

6 to 12 watch P. M.: Laying at river bank waiting for daylight and rise of river. Turned packing in donkey feed pump. Tubes in main boilers leaking a little. Everything as usual in engineer's department. No change in register this watch. Lost time, 6.

October 5, 1903, 12 to 6 watch A. M.: Laying at river bank. Everything as usual in engineer's department. Tubes leaking slightly in port wing boiler. Time lost, 6 hours. No change in register.

6 to 12 watch A. M.: Left river bank to try new channel, 6:25. Stop and tie up to blow tubes, 7:30. Under weigh again, 7:50. 20° above 8 A. M. 11. 20 Back at River bank. Steamer unable to proceed on voyage, river too low. Register, 234,832-232,668-2,164. Time this watch, 1:25. Tubes leaking in port boiler. Everything else as usual.

12 to 6 watch P. M.: Laying at river bank waiting for help from Dawson. No particular change in

conditions of things in engineer's department.
Time lost, 6 hours.

6 to 12 watch P. M.: Laying at River bank waiting for rise in river or assistance from Dawson. Light snow fall this evening. Thermometer outside registered about 28° above at 11:30 P. M. Everything as usual in this department. Tubes in main boilers leaking slightly. No change in register this watch. Keep low steam on main boilers Time lost this watch, 6.

Oct. 6, '03, 12 to 6 watch A. M.: Laying at river bank. Keeping low steam on main boilers. Everything as usual in department. No change in register. Time lost, 6.

6 to 12 watch A. M.: Laying at river bank. Warmed up main heater. Overhauled feed pipe. Overhauled circulating pumps to refrigerating condenser. Took lubricators off compressor engines. Time lost, 6. Everything as usual in department.

12 to 6 watch P. M.: Laying at river bank. Steamer Rock Island came alongside at 3:15. Sent 4 fireman up on Rock Island. Steamer Susie came and landed at 5:35. Everything working as usual in engineer's department. Time lost, 6.

6 to 12 watch P. M.: Laying at river bank. Keeping low steam on main boilers. Everything as usual in engineer's department. Time lost, 6. Steamer Susie passed up river at 6 P. M.

Oct. 7, 12 to 6 watch A. M.: Laying at river bank keeping low steam on main boilers. Time lost, 6. Everything same as usual in engineer's department. Tubes leaking slightly.

6 to 12 watch A. M.: 7:30, moved up river a little way to get some wood. 10:30, steamer Lightning arrived to assist Kerr. Taking cargo out of Kerr and putting aboard Str. Lightning. Time lost, 6. Everything as usual in engineer's department.

6 to 12 watch P. M.: Laying at Bank shifting part of boilers leaking slightly. No change in register this watch. Everything else as usual in department to end of watch. Time lost, 6.

Oct. 8, '03, 12 to 6 watch A. M.: Laying at river bank. Lightering cargo aboard Str. Lightning. Everything as usual in engineer's department. No change in register. Time lost, 6 H.

6 to 12 watch A. M.: Set clock ahead 25 min. Left landing to try to go up river, 9:30. Grounded in center of channel, 11:00, and remained till end of watch. Tubes leaking in main boilers, Steam ranging from 130 lbs. to 160 lbs. on fire

room gauges. Department as usual. Register 236,494-234,832-1.462. Time lost during watch, 4½.

12 to 6 watch P. M.: Backed down to river bank (Set clock ahead 25 min.) and tied up at 1. Steamer Susie passed going up river, 2:15. Steamer Rock Island came alongside at 4. Everything as usual in engineer's department. Time lost, 6. Register 236,864-236,494-370 turns. Letting fires die out under main boilers, so as to repair leaking tubes.

6 to 12 watch P. M.: Lighted fire under donkey boiler. Fires out under main boilers, cooling down to repair tubes, laying at river bank 12 mile bar, lightening steamer so as to get over low water in river near by Peluck. Everything in department must be usual. No change in register this watch. Time lost this watch, 6. Thermometer registers 27° above outside at 11:30 P. M.

Oct. 9, 1903, 12 to 6 watch A. M.: Laying at river bank. Fires out under main boilers. No change in register. Everything as usual in Engineer's department. Time lost, 6.

6 to 12 watch A. M.: Laying at river bank 12 mile bar discharging cargo into Str. Lightning. Repairing tubes in all three boilers. Plugged

one tube in Port boiler. Lost time, 6. 11, started fires, steam on boilers. Everything tight round boiler. Department O. K. No change in register.

12 to 6 watch P. M.: 12:45, started or another try at bar. 2:30, back down to try another channel. Tried another channel 3 times. 4:30, went to Bank to repair Rudders. Everything working fairly. Lost time, 6. Well in engineer's department. Register stands 238,920-236,494-2,426.

6 to 12 watch P. M.: Lying at bank 12 miles below circle city, unable to cross 12 mile bar—repair rudder Tiller. Boilers all tight no tubes leaking. Everything in good shape in engineer's department this watch. No change in register. Lost time during watch, 6. Thermometer in open air registered 24° above at 9:30 P. M.

October 10, 1903, 12 to 6 watch A. M.: Laying at river bank waiting to be lightered over bar. Keeping low steam on main boilers. Everything as usual in engineer's department. Time lost, 6.

6 to 12 watch A. M.: Laying at Bank 12 miles below Circle City lightening steamer. Got under to try to get over bay, 11:15. Over the bar,

11:45. On the way to Circle City. Everything in department in good shape at end of watch. Register 239,620-236,864-2,756 turns for 9th and 10 to 12 A. M. Time lost, 5:15.

12 to 6 watch P. M.: Landed at Bank to get wood, 12:10. Left bank for up river at 1:30. Time lost, 1:20. Circle City at 3:00. Laying at Circle City, taking cargo aboard at end of watch. Register stands at 241,326-239,620-1,706. Time lost, 4:20.

6 to 12 watch P. M.: Laying at Circle City reloading preparatory to laying Str. Kerr up for winter. Orders from Captain to let firemen and oilers be ready to go in Str. Lightning to Dawson. C. B. Atwell assistant engineer takes charge of engineer's department, thereby retiring W. B. Jaikling as chief engineer. Everything in good shape at end of watch. 12 P. M. October 10th, 1903. W. B. Jaikling, chief Engr. to date, 11th Oct. 1903.

October 11th, 1903, 12 to 6 watch, A. M.: Laying at Circle City finishing reloading cargo at 2:30 A. M. 7, steamer Kerr was run ahead in slough and laid up for winter. Manager Bryant ordering same. Captain E. W. Smith, Chief Engineer W. B. Jackling. Firemen and oilers and all the crew, except Andrew

Larson, C. B. Atwell, Harry Lutman, which are to stay by the steamer, left for Dawson on the Steamer Lightning at 9 A. M. Washed boilers, draining pipes and getting steamers ready for winter. One man helping with engineer's work. C. B. Atwell 2nd engineer, remains with Str. Robert Bryan in charge of engineer's department.

Oct. 12: Laying Kerr up for winter.

Oct. 13th: Still working on Kerr, getting her ready for winter. Ice running in river.

Oct. 14th: Getting cabin ready to move into. Ice running in river to-day.

Oct. 15: Took four (4) Buckets out of the wheel. Moved Cook into cabin. Ice running in River.

Oct. 16: Cutting steamer out of ice and moving ahead. Still working in engine room getting ready for winter. Thermometer this morning stands at zero.

Oct. 17th: Ice running in river, working on cabin and steamer.

Oct. 18: Sunday. Ice running very thick.

Oct. 19th: Ice running in river. Still fixing cabin. Putting down another deadman. Temperature in midday 10° above.

- Oct. 20th: Ice running in river very thick; temperature in midday 10° above. River stopped running.
- Oct. 21st: River stopped at 8 o'clock A. M. Temperature in midday 10° above. Ice moving again at 9:30 A. M. Closed at 1:30. Moved again and made what seemed to be the last move at 4 P. M. That parted our cable and pushed us up on the bank.
- Oct. 22nd: River closed up tight. The temperature in morning is 2° below. Had to keep watches on Kerr all night, cutting steamer out of ice and getting off in deep water. Short of crew. Work going very slow.
- Oct. 23: Working on steamer cutting ice and getting steamer off bank. Got steamer afloat and in deep water at 5 P. M. Temperature at midday 12° A. B. River seems to be closed up for the winter.
- Oct. 24: River still closed up. Water raising a little. Deck crew putting down another deadman. Temperature in midday 10° above.
- Oct. 25: Sunday. Water raising slightly. Temperature outside midday 10° above. A man's body found across the river with his head severed from his body. Authorities going over after the body to-day.

Oct. 26: Everything quiet. Thermometer stands 12° above.

Oct. 27: Snowed pretty hard last night. The river seems to have closed up for the winter. Temperature outside 14° above.

Oct. 28: Mail around from Ft. Yukon. Weather good. Temperature 4° above.

Oct. 29: Mail departed from Dawson. Temperature 4° above.

Oct. 30: Temperature zero.

Oct. 31: Temperature 15° below.

Oct. 31: Close up the log for the winter, water raising to-day.

April 6th: Put one fireman to work at general overhauling. W. B. Jackling, Chief Engineer, arrived at Circle City with crew of 6 men.

April 7: Crew getting quarters in shape to go on board.

April 8: All hands at work repairing and cleaning. Sent to Dawson by stage 5 gallons of anti-freezing oil for Pacific Cold Storage Plant.

April 9: Repairing and overhauling Compressors.

April 10: Sunday.

April 11: Repairing in engineer's Dep.

April 12: General overhauling.

- April 13: Scaling boilers and repairing.
- April 14: General repairing.
- April 15: Got steam on donkey boiler.
- April 16th: Steam on donkey boiler. Thawing out the hold. Run compressors a few minutes.
- April 17: Sunday. Got steam on donkey boiler, overhauling and cleaning.
- April 19: Cleaning and repairing.
- April 20: Steam on donkey boiler. Blowing steam down through bottom, overhauling.
- April 21: Steam on donkey boiler. Overhauled safety valve. Done general repairing.
- April 22: Overhauling.
- April 23: Repairing and cleaning. Put some new grate bars.
- April 24th: Sunday—not working.
- April 25: General repairing.
- April 26: General overhauling. Started compressors.
- April 27: General repairing.
- April 28: General repairing.
- April 29: Washed main boilers, and filled with water.
- April 30: Steam on main boiler. Working engines. 3 hours getting ice off bottom. Everything works very good.
- May 1st: Sunday. Run compressors after dinner.
- May 2nd: Steam on main boilers. Running compressors, and doing general repairing.

- May 3rd: Steam on main boilers. Working engine part of time. Getting ice from under steamer.
- May 4th: Steam on main boilers, going through the same performances as on the 3rd.
- May 5th: Steam on main boilers. Doing some painting in engine room.
- May 6th: Working engines some of the time. Painting and cleaning.
- May 7th: Steam on main boilers. Working engines most of the day, getting ice from under the steamer. Painting boilers fronts and smoke stack and general repairing.
- May 8th: Sunday. Steam on main boilers. Running compressors afternoon.
- May 9th: Steam on donkey boiler. Washing main boilers. Fire under main boilers at 7 P. M. Ice moved in river at 6:44 P. M. Engineers and their crew on watch. Ice stopped running at 8 P. M.
- May 10th: Steam on main boilers. Engineers and crew standing by expecting the ice to move. Ice started again at 5:15 P. M. Moved back about 100 ft. at 9:40 P. M.
- May 11: Steam on main boilers. No ice running today. Everything in good shape in Engineers department. Ice started to run at 12:30 A. M., and quit running at 6 A. M.

- May 12th: Moved down to N. A. T. Co. store at 2 P. M. Everything O. K. in department. Blow off valve broke and repaired.
- May 13th: Laying at bank in front of N. A. T. Co. store at 2 P. M. Left bank and went into slough, going into slough struck a piece of ice and steamer sprung a slight leak, which was reported to the Captain by the asst. engineer.
- May 14: Laying in slough. Steam on main boilers, running compressors.
- May 15: Sunday—Laying in slough. Steam on main boiler, running compressors.
- May 16: Laying in slough, running compressors. Everything O. K. in department.
- May 17: Backed out of slough to start down river, but ice started to run so fast, came back into slough, ice run very heavy from 2 P. M. till 4:30 P. M.

ROBERT KERR.

To Fort Yukon from Circle City.

- May 18, 6 to 12 watch A. M.: 8:30 A. M., left slough for Circle. 9:00, tied up at bank at Circle. 10:40-2:10, left Circle City for Fort Yukon. Register 243,560. 11:40, stopped wood yard. :20, laying wood yard taking wood. Everything working well in Engrs. department to

end of watch. 2:20, total delay during watch.
Register 243,560-244,410-8.50 turns.

12 to 6 watch P. M.: Laying at wood yard taking wood. Blowed tubes in main boilers. Captain reports having taken on board 39-1/2 cds. wood, Laying in slough. 6 cds. at Bank at circle, 15 cds. at Harelsons yard. 1:47, left wood yard. 2, stop and ahead. 2:27, stop and ahead. 2:37, stop and back up, go ahead. Backed for 12 minutes. 4:15, stopped at N. C. Barge at Halfways Is. 4:15-55, left N. C. Barge. Everything working well in engineer's department. Total time lost, 2:42. Register 247,585-244,410-3,171 turns.

6 to 12 watch P. M.: 8:10, arrived at Fort Yukon. Letting fires under main boilers go out preparatory to washing boilers. Total time lost, 3:40. Register stands 249,877-247,585-2.292 turns for watch. Str. laying at Fort Yukon taking on freight.

May 19, '04; 12 to 6 watch A. M.: Laying at Fort Yukon, alongside Barge Peter. Fires out this watch. Time lost, 6.

6 to 12 watch A. M.: Laying at Fort Yukon taking in cargo, started fires under donkey boiler. Running one compressor on starboard after

room main boilers cooling. Everything all right to end of watch. Time Lost, 6.

12 to 6 watch P. M.: Taking cargo at Fort Yukon. Steam on donkey boilers. Running one compressor. Overhauled circulating pump. Overhauled donkey feed pump suction valves. Everything all right end of watch. Time lost, 6. Emptied main boilers.

6 to 12 watch P. M.: Laying at Fort Yukon taking in cargo of Barge Peter. Steam on donkey boiler. Blowed donkey boiler, and also blowed tubes in donkey boiler this watch. Running one compressor. Shut down everything at 11:15 P. M. Everything in department all right at end of watch. Time lost, 6.

May 20, 12 to 6 watch A. M.: Laying at Fort Yukon. Everything quiet this watch. Crew not working on cargo this watch. Lost time, 6.

6 to 12 watch A. M.: Steam on donkey boiler. Running one compressor during watch. Washed and filled main boilers. Steamer still laying at Fort Yukon Loading Rarge Peter's cargo. Everything seemingly all right in Engineer's Department to end of watch. Total time lost, 6.

12 to 6 watch P. M.: 1, started fires under main boilers. Run both compressors 1-1/2 hours. Run

one compressor balance of watch. 5:30, Steam on main boilers. Everything all right in department end of watch. Lost time, 6.

6 to 12 watch P. M.: Still at Fort Yukon taking on board Barge Peter's cargo. Everything working fairly well. Running both compressors. Lost time, 6. It is impossible to keep temperature at lower than 34°, called Captain Smith's attention to the fact several times as he was loading hay into the room containing beef, temperature of hay 80°.

May 21, 1904, 12 to 6 watch A. M.: Laying at Fort Yukon, finished taking cargo aboard at 2 A. M. Running one compressor, backed out of slough to take Barge Peter to Fort Yukon at 5:45. At Fort Yukon at end of watch, everything all right in department. Register 250,-254-249,877-477 turns. Time lost 6.

6 to 12 watch A. M.: Left Fort Yukon at 7:20. Time lost, 1:20, Stopped at wood yard at (Carr) 8:85. Left wood yard, took 10 cords wood, 9:30. Time lost, 1:25. Backing, going, ahead, and stopping, seems the "tallent" in Pilot house forgot the way they come down the river. Time lost, :45. Found again God is Good. Everything working all right in engineer's department to end of watch. Total

time, 3:30. Refrigerating room doing a little better this watch. Blowed main boiler 4 times. Register 253,480-250,254-3,266 for watch.

12 to 6 watch P. M.: Slowed down for 3 min. at 2:50. Steaming up river balance of watch. Everything all right in department. Blowed boilers several times. Register 258,152-253,480-4,672 turns.

6 to 12 watch P. M.: Stopped at wood yard 1/2 way, 7:40. Left 1/2 way wood yard, 9:30, took on board 18 cords of wood as reported by Capt. Blowed main boilers three times. Register 261,560-258,152-3,408 for watch. Total lost time, 1:50. Running compressors this watch. Temperature of room one degree below. Everything working well during and to end of watch.

May 22, '04, 12 to 6 watch: Slowed down twice during watch. Blowed boilers several times. Everything doing well in dept. at end of watch. Register 266,340-261,560-4,780 turns. Storage room doing better.

6 to 12 watch A. M.: 9, arrived at Finbayon (?) wood yard. Took on board 32 cords of wood. 11:40, left Finbaysons wood yard. Blowed tubes in three boilers. Blowed boilers several

short and one long blow. Register 269,807-266,340-3,461 for watch. 2:40, total lost time during watch. Everything working well in department.

12 to 6 watch P. M.: 1:03, struck on bar. 1:47-45 off bar. Port piston groaning some. Wood green, boilers steaming bad. 5:50-10, arrived at Circle City. Lost time, :55. Register 274,207-269,807-4.400 turns.

6 to 12 watch P. M.: Took out Port Piston and adjusted rings. Set up cross head gibs on port engine. 8:40, left Circle City. Took 10 eds Wood at Circle. Eight mile wood yard. 11:15, Took on board 4 cords of wood. Left Eight wood yard. Total lost time during watch, 3. Register stands at 277,060-274,207-2.853 turns for watch. Everything working well at end of watch. Room down to 24°. Running one compressor.

12 to 6 watch A. M.: 3:05, stopped and backed to clear rudders. Port piston groaning again. Port piston getting loose on rod. Everything about as usual. Register 282.274-277.060-5.214 turns.

6 to 12 watch A. M.: Port piston slightly loose. Passed Str. John Cudahy at 10:15 A. M. Steaming bad, wood very green and wet.

Port piston about the same, knocking a little at both end of stroke. Everything else working all right. Register 287,315-282.274-5.041 for watch.

12 to 6 watch P. M.: Stopped at wood pile, 12:25. Left wood pile at 3:25. Lost, 3. Took 10 cords wood. Took port piston out and shifted rings. Piston started to groan at 3:50, and get loose on rod. Everything else all right. Register 289.885-287.315-2.570 turns.

6 to 12 watch P. M.: Stopped at Coal Creek wood, 6:40. Took on board cords wood. Took out port piston, adjusted rings and retightened piston. Left Coal Creek wood yard, 10:40. Took on board cords wood. Time lost, 4. Piston working bad as ever. Seem to be unable to do anything to improve situation. Register stands 292.180-289.885-2.295 turns for watch. Everything with exception of port cyl. working well to end of watch.

May 24, 1904, 12 to 6 watch, A. M.: Slowed down several times. 5, passed Charley Creek House. Port piston groaning again. Everything else as usual in Dept. Register 298.034-292.180-5.854.

6 to 1 watch A. M.: 6:45, passed Washington Creek. 7, stopped at wood camp above Washington

Creek took cords wood. Packed water end of donkey pump piston rods. Blowed boilers twice while laying at wood yard. Blowed tubes. 9:35-2:35, left wood yard. Register stands 301.460-298.334-3.126 for watch. Everything working well except port engine. Total lost time watch 2:35.

12 to 6 watch, P. M.: 3:45, passed Steamer Louise on her way down the river. 4:05, stopped at Nation for 5 minutes. Everything all right but port piston. Register 307.080-301,460-5. 620 turns. Time lost, :5 for watch.

6 to 12 watch P. M.: 10:35, slow down and stop at Steep Creek wood yard. Took off port cylinder head and twisted end of piston rod to tighten piston. Condensor on lubricator to steering engine fast. Total time lost this watch, 1:25. Started to repair donkey pump, blowed boilers one long and six short blows. Register stands. 311.400-307.080-3.920 for watch. Everything O. K.

May 25, 1904, 12 to 6 watch A. M.: Finished packing donkey feed pumps. Connected lubricators on steering engine. Left Steep Creek wood yard, 5:55. Everything seems all right in department at end of watch. Register 312-562-311.400-1162. turns. Time lost, 5:55.

6 to 12 watch A. M.: Passed Star City at 7:50 A. M. Everything working well. Blowed boilers several times. Steam 130 lbs. Register stands 318-605-312.562-6.163 turns for watch. Port piston tight but groaning as usual.

12 to 6 watch P. M.: Arrived at Eagle at 1:25. Put turn packing in oil Syld. on steering engine. Left Eagle at 5:20. Port piston still groaning. Register 321.448-318.605-2.843 turns. Time lost, 3:55.

6 to 12 watch P. M.: Slow down and stop, ahead full speed, 8:20. Crossed boundary line at 8:35 Stopped Boundary wood yard, 8:55. Left Boundary wood yard, 10:40. Time lost, 1:55. Took ten (10) cords wood according Captain's statement. Blowed tubes in all three boilers. Blowed boilers two long blows and several short. Port cylinder not working good. Register stands 325.400-321.448-3.952 turns for watch. Steam 130 lbs. Total time lost this watch, 1:55. Capt. Smith reports tonight at 11 P. M. taking 36 cords wood at Steep Creek and 6 cords at Washington Creek.

May 26th, '04, 12 to 6 watch A. M.: 3:45, stopped at Ellis' wood yd 27 miles above Eagle, Taking wood at end of watch. Blowed boilers three good blows. Time lost, 2:15. Register 329.-615-325.400-4.215 turns.

- 6 to 12 watch A. M.: 7:15, 1:15, left wood yard and made the famous loop. 8:15, stop and back full speed. Wheel ropes broken. 8:30, Made fast to river bank. 9:40, 1:25, under weigh again. Deck Dept. great men to do one hour's work in twice as long. 11:45 passed Old man and old woman Rocks. Blowed boilers two long blows and several short ones. Register 333.240-329.615-3.625 turns for watch. Steam 130 lbs. Total time lost this watch, 2:40. Everything working well this watch.
- 12 to 6 watch P. M.: 1:25, passed N. A. T. & T. Co. Coal Mine. 2:30, passed Williams Coal Mine. 4:10, passed Forty Mile Coal Mine. 6, passed Steamer J. P. Light going down river. Everything working good in Dep. Register stands 339.340-333.240-6.100 turns.
- 6 to 12 watch P. M.: 8:55, stopped at 30 mile wood yard. 11, 2:05, left 30 mile wood yard. Blowed boilers two long blows, and several short ones, blowed tubes in all three boilers. Put new seat in drain valve to water column starboard side. Register 342.816-339.340-3.-476 turns for watch. Total time lost this watch, 2:15. Everything working well throughout watch.
- May 27, '04, 12 to 6 watch A. M.: Passed Halfway House, 1:45. Passed 16 Mile House, 4:45.

Everything doing well in Dep. Steam 130 lbs. Register 348.620-342.816-5.774.

6 to 12 watch A. M.: Passed Moosehide at 8:55. Arrived at Dawson, 9:20. All fast at Dawson, 9:40. Register 351.782 end of trip. At Dock in Dawson. Steam on main boilers, waiting for orders.

12 to 6 watch P. M.: Laying at Dawson waiting for Orders. Running one compressor. Blowing Boilers quite often. Everthing all right at end of watch.

6 to 12 watch P. M.: Laying at Dawson discharging cargo, running one compressor. Standing regular watch. Everything all right in engineer's department to end of watch.

End of 2nd Trip Beginning July 31st, 1903, Ending
May 27th, 1904.

At Dawson, Y. T., May 28th, 1904, 12 to 6 watch P. M.: Laying at Dawson discharging cargo. Deck crew layed off at 12 o'clock. Everything all right in Department.

6 to 12 watch A. M.: 9:30, mate reports cargo out of cold S. room, and compressor is shut down. Everything O. K. in Department at end of watch.

12 to 6 watch P. M.: 3:45, left White Pass Dock and 4:10 landed at Standard Oil Co. Dock. Let Pacific Cold Storage Plant at Dawson have 30 gallons of machine oil. Letting fires run down.

May 29th: Sunday-No work.

May 30th: Took valves out of main Engines also Port Piston plates off back end of boilers. Brick wall out of back end of furnaces, getting ready to repair tubes.

30th. May—Decoration Day: Half Holiday for all hands.

May 31st, 1904: Moved donkey boiler out of way. Breaking connections on main stop valve, preparing to make new joint. Took bricks out of bottom of furnace. Removed grate bars. Everything ready for Boiler maker to start in.

June 1st, '04: Taking tubes out of main boilers, Took baffle plate out of main steam drum. Sounded piston of port engine. Took main valves off rods. Men at work at various things in engine room.

June 2nd, '04: Sent one load boiler tubes to shop, took out donkey feed pumps piston rods to be sent to shop to true up. Two men scaling boiler shell. Balance of men making cement

to make joint on steam drum. Tubes out of two boilers, all hands at work doing various different things to numerous to itemize.

June 3: General Repairing.

June 4th, '04: Boiler-makers finished taking out tubes at 2:30 and commenced to work on shell at 2:30 P. M. All hands working on general repair work. Let Dawson Plant Pacific Cold Storage Co. have 17 one inch amonia couplings one $\frac{3}{8}$ tee one $\frac{3}{8}$ coupling and one drum of amonia, 102 lbs.

June 5: Sunday—No work.

June 6th: Boiler-maker driving up bag on port wing boiler, finished at 12 M. Boiler-makers commenced work on smoke stack at 1 P. M. All hands working on boiler tubes.

June 7: Boiler-makers finished smoke stack at 3 P. M. Crew working on tubes, and other repair work.

June 8th: All hands doing repair work, mostly on boilers, tubes, putting new feed pipes in boilers.

June 9th: Crew working on boiler tubes and general repair work. Everything going along very well.

- June 10th: Crew working on boiler tubes, engineers doing repairs on boilers and engines. Scaling boilers.
- June 11th: Crew working on boilers and boiler tubes. Discharged 4 firemen.
- June 12th: Sunday.
- June 13th: Oilers and one fireman scaling boilers. Engineers doing repairing.
- June 14th: Crew scaling boilers, and doing general repairing.
- June 15th: B. Scaling boilers and putting donkey boiler in place.
- June 16: Finished scaling boilers, working at repair work.
- June 17: Washing Donkey Boiler and getting same in place.
- June 18: Repairing bridge wall and etc.
- June 19th: Sunday.
- June 20th: Zincing up slides on Port Engine. Raised out Board end $\frac{1}{4}$ finished putting on tubes in main boiler.
- June 21st: Filled main boilers. Tubes leaking some, not rolled hard enough. Put port piston in and had steam on donkey boiler.

June 22d: Steam on donkey boiler. Running one compressor pumping out the system. Rolled tubes slightly more. Refilled boilers, leaks around tubes entirely stopped.

June 23rd: Steam on donkey boiler. Running one compressor pumping out the system. Put feed pipes in main boiler.

June 24th: Working on compressors. Building back wall in furnace, and etc.

June 25th: Working on back wall in furnace overhauling compressors and grinding in valves.

June 26th: Sunday.

June 27th: Steam on donkey boiler. Running one compressor. Pumping out system. Putting in valves.

June 28: Working on valves, and got 40 lbs. steam on main boiler to try tubes.

June 29: Working on valves and plates of back end of boilers.

June 30: Covering steam pipe of donkey boiler and piping up feed pump, and rehabiting link blocks.

July 1st: Working on valves of main engines. Put liners in quarter brasses of starboard side. Steam on Donkey Boiler. Running one compressor. Pumping system out.

- July 2nd: Put liners in quarter brasses on port side main shaft. One oiler quit and was paid off. New key in port piston rod. Steam on donkey boiler. Running one compressor. Pumping down system.
- July 3rd: Sunday.
- July 4th: Engineer's department do not work today unless for safety of the vessel.
- July 5th: Running one compressor. Steam on donkey boiler. Covered some of the main steam pipe.
- July 6th: Working on cutoff valves, and general repairing.
- July 7th, '04: General repairing.
- July 8th: Repairing and cleaning and working on cross head slide.
- July 9th: Putting plates under Grate bars in main furnace, Painting pipe, covering and etc.
- July 10th: Sunday.
- July 11th: Covering steam drum with sheet iron, and general repairing.
- July 12: Covering steam pipe in the engine room, and painting the same. Changing sanitary piping warmed up main boiler.

July 13th: Repairing and cleaning.

July 14: Painting and cleaning in engine room.

July 15th: Painting floors and Syld. timbers and covering end of steam dome.

July 16th: Painting in engine room, and some pipe fitting.

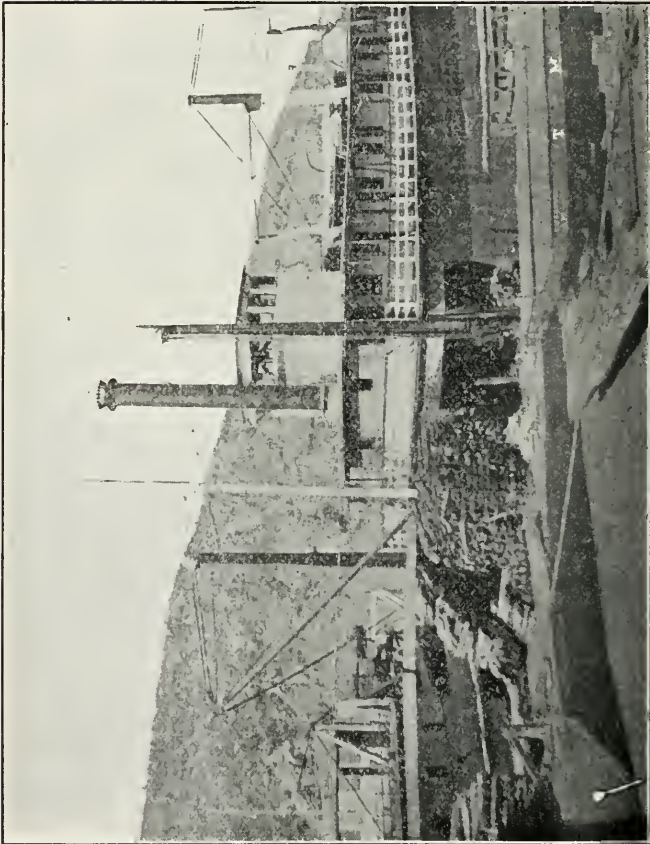
July 17th: Sunday.

July 18th: 1:30, signed crew on. 3, started fires under main boilers.

[Endorsed]: Libelant's Ex. "R." No. 2822. United States District Court. Western District of Washington, Northern Division. Pacific Cold Storage Co., Libelant, vs. St. Paul Fire & Marine Ins. Co., Respondent. Filed Mch. 15, 1906. A. C. Bowman, U. S. Com. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Libelant's Exhibit "R." Received Dec. 20, 1906. F. D. Monckton, Clerk.

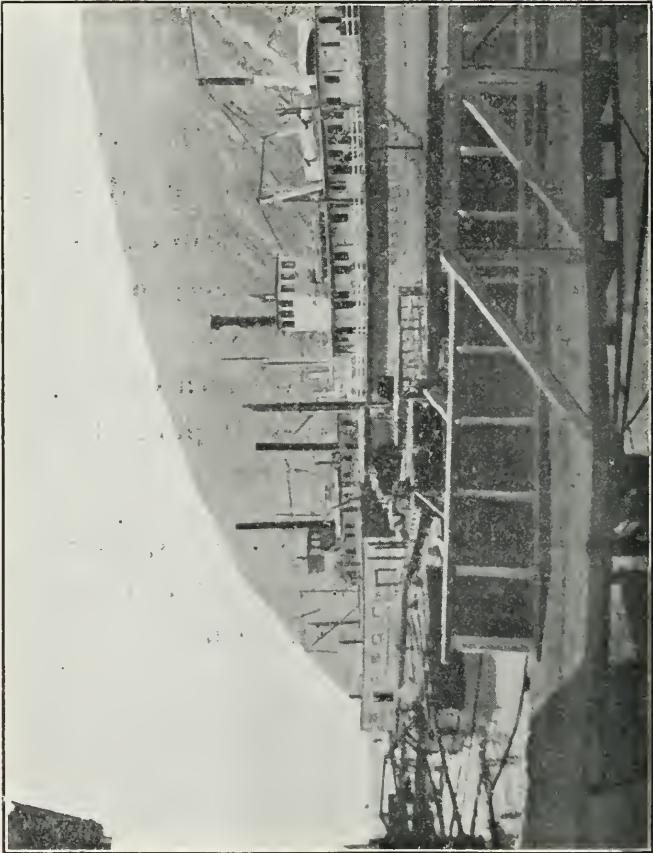
Claimant's Exhibit 1.



[Endorsed]: Claimant's Ex. 1. No. 2822. United States District Court, District of Washington, Northern Division. Pacific Cold Storage Co., Libellant, vs. St. Paul F. & M. Ins. Co., Respondent. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

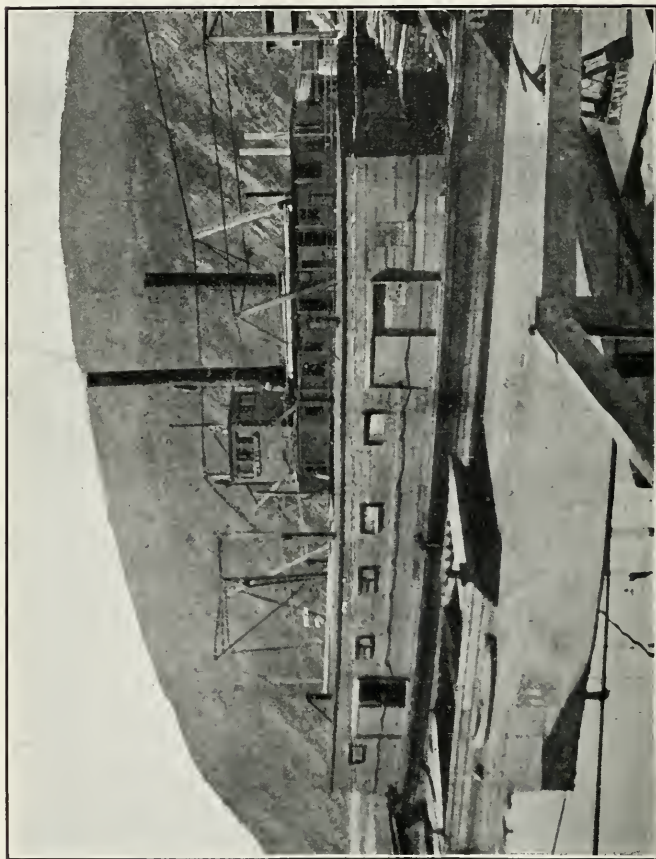
No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Claimant's Exhibit 1. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 2.



[Endorsed]: Claimant's Ex. 2. No. 2822. United States District Court, District of Washington, Northern Division. Pacific Cold Storage Co., Libellant, vs. St. Paul F. & M. Ins. Co., Respondent. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Claimant's Exhibit 2. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 3.

[Endorsed]: Claimant's Ex. 3. No. 2822. United States District Court, District of Washington, Northern Division. Pacific Cold Storage Co., Libellant, vs. St. Paul F. & M. Ins. Co., Respondent. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Claimant's Exhibit 3. Received Dec. 20, 1906. F. D. Monekton, Clerk.

Claimant's Exhibit No. 4.

(Copies made July 18, 19th, '05.)

(Extract from letter dated Sept. 8, 1903, and addressed to Capt. E. W. Smith.)

"We are sorry to hear of your delay at St. Michaels, but am in hopes to see you arrive by the 20th.

Kindly keep me advised as to your progress up the river.

Yours truly,

PACIFIC COLD STORAGE CO.

CHAS. S. BRYANT,

Manager.

[Endorsed]: Claimant's Ex. 4. No. 2822. United States District Court, District of Washington, Northern Division. Pac. Cold Storage Co., Libelant, vs. St. Paul F. & M. Ins. Co., Respondent. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Claimant's Exhibit 4. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 4A.

(Telegram.)

Dawson Sept. 24th 1903 Davis Runyan, Eagle, Alaska. Advise immediately on arrival of boats latest reports from Kerr.

PACIFIC COLD STORAGE CO.

[Endorsed]: No. 2822. Claimant's Ex. 4A. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Claimant's Exhibit 4A. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 4B.

(Telegram.)

Dawson, Sept. 21st, 1903.

Pacific Cold Storage Co., Tacoma, Wash.

Kerr passed Rampart 14th. Should report Eagle any minute.

BRYANT.

[Endorsed]: No. 2822. Claimant's Ex. 4B. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Wash-

ington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Claimant's Exhibit 4B. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 4C.

(Letter)

Dawson, Y. T., August 20th, 1903.

Captain E. W. Smith, S S Robert Kerr, Fort Gibbon,
Alaska,

Dear Sir: Not knowing what instructions you had prior to the time I took charge of the office here, I want to say that it is of vital importance that the steamer get here with her second cargo.

Of course we want the barge Peter brought along if it is possible to do so, and at this date I know of no reason why I should not expect both to arrive in due time but if for any reason you find that you can get to Dawson with the Kerr but cannot get here if you hung on to the Barge, by all means bring the steamer.

I suppose you are leaving St. Michaels at about this date, and as the weather is still very warm here I have no doubt you will have plenty of time and

plenty of water & that we will hear you toot your horn about September 18th.

Yours truly,

PACIFIC COLD STORAGE CO.,

R. J. D.,

Manager.

[Endorsed]: No. 2822. Claimant's Ex. C. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Claimant's Exhibit 4C. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 4D.

Dawson, Y. T., Dec. 19th, 1903.

Captain E. W. Smith, Steamer Robert Kerr, Circle City, Alaska,

Dear Sir: We have this day closed a contract with H. N. Ford for the freighting of on or about 50 tons of meat & butter, now on board the Steamer Robert Kerr at Circle, to Dawson. My object in making this contract read 50 tons, on or about, is that I am not positive just what quantity of mutton is not in first class condition. In making up this load for Mr. Ford we are desirous of having all the mutton that is in first class condition loaded first—then load all

the beef; with the exception of what you will require or can dispose of at that place. The butter can also be sent along if you cannot dispose of same for at least 35 cents or more for cash; the veal, loins and ribs can also be sent, if you find that Ford is able to carry that quantity, but in any event try & make up his load of 50 tons; & if you find that you can take more, load up with what is most convenient, reserving enough for your own use & what you are positive you will be able to dispose of there, and of course if Norton has not taken the full amount of meat for Gibbon, reserve that also.

After loading Ford, if possible, I wish you would make a check of each commodity on board, that is the number of pieces of each, & send same to this office at once, with a complete statement of all meats sold and used by the mess since the Kerr went into winter quarters. This should give us a complete check of the Kerr's cargo.

Yours very truly,

PACIFIC COLD STORAGE CO.,

—————, Manager.

[Endorsed]: No. 2822. Claimant's Ex. 4D.
Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r.
Filed in the U. S. District Court, Western Dist. of
Washington. Apr. 13, 1906. R. M. Hopkins, Clerk.
A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Claimant's Exhibit 4D. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 4E.

Nov. 6th, 1903.

Pacific Cold Storage Co., Tacoma, Wash.

Gentlemen: Thos. Newman left Yukon crossing on the morning of Oct. 20th with 90 head of Cattle, balance of September 23rd shipment wrecked at 30 Mile River; after encountering many difficulties in crossing streams and getting hay for stock, he succeeded in reaching Dawson on the evening of the third with 88 in fairly good condition considering the time enroute from Whitehorse.

In regard to the two short, one was dressed on the trail (remainder of 1 gives disposition of 2 short).

La france & Oliver arrived on the evening of the 2nd with 210 head, having lost some 31 head between here and Whitehorse. I also understand that they have a number of cattle which they are forced to dress at Selkirk & will have to haul same over the trail. They also dressed 200 sheep and 180 hogs at Selkirk. It is reported that Kastner left Selkirk on the morning of the 5th with dressed sheep & hogs on a barge, & it is very doubtful about his being able to reach Dawson, on account of the heavy ice running on the river; the balance of the Kastner & La-

france shipment is so scattered between here and Whitehorse that it is almost impossible to tell just what they have got, but I am in hopes of getting accurate figures in a few days.

As far as I have been able to ascertain the date, they loaded 74 head of cattle on the Crimmins out of the shipment of 200 head made from Whitehorse. The balance of the 200 head were dressed at Selkirk. They have since landed one barge load of the dressed beef in Dawson, possibly 30 head, leaving a balance of 100 head still up river & the balance 36 hd of the total shipment of 450 head was lost between here and Whitehorse.

Yours very truly,

PACIFIC COLD STORAGE CO.

—————, Manager.

[Endorsed]: No. 2822. Claimant's Ex. 4E. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Claimant's Exhibit 4E. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 4F.

Nov. 11th, 1903.

Pacific Cold Storage Co., Tacoma, Wash.

Gentlemen: Please find enclosed list of Dawson shipments left at Whitehorse at the close of navigation, which may be of interest to you. This list does not include the freight which was left on the lower river.

You will note by the enclosed list that there is 11,465 bales of hay & 1537 sax of oats; this will no doubt cause a shortage of hay here this winter, & in all probability the price will go as high as 15 cents per pound.

I regret to say we have barely enough for our own stock.

Yours very truly,

PACIFIC COLD STORAGE CO.

—————, Manager.

[Endorsed]: No. 2822. Claimant's Ex. 4F. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Claimant's Exhibit 4F. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 4G.

Nov. 10th, 1903.

Pacific Cold Storage Co., Tacoma, Wash.

Gentlemen: I am just in receipt of your letter of October 16th, in reference to my telegram reading as follows: "Wintering Kerr Circle, Barge Fort Yukon. Hundred tons meat on Lightning may not reach Dawson; I expect to reach Dawson Saturday."

The telegraph operator evidently got the message somewhat confused, as my telegram read as per above; the meaning which I wish convey to you, was that the Kerr was wintering at Circle. Barge in winter quarters at Fort Yukon, & that I had one hundred tons on Lightning; and at that time it looked doubtful as to whether the Lightning would be able to reach Dawson on account of the heavy ice running in the river; I expected them to reach Dawson Saturday. On my arrival in Dawson, I telegraphed you the exact condition of affairs & no doubt you received the information you refer to in your letter. I am still anxiously waiting for a reply to this telegram, & understand that my wire was delayed several days on account of the wires being down, but am in hopes of hearing from you today.

Yours very truly,

PACIFIC COLD STORAGE CO.

Manager.

[Endorsed]: No. 2822. Claimant's Ex. 4G. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Claimant's Exhibit 4G. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 4G1.

(Telegram)

Eagle, Alaska, Oct. 20th, 1903.

C. E. Bryant, 40 Mile.

Lightning at Washington Creek thirty tons aboard balance in cabin twelve Kerr crew arrived Smith remained. Have wired Consuls if can pay crew here under circumstances.

DAVIS RUNYAN.

[Endorsed]: No. 2822. Claimant's Ex. 4G1. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Claimant's Exhibit 4G1. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 4H.

Nov. 10th, 1903.

Pacific Cold Storage Co., Tacoma, Wash.

Gentlemen: I am in receipt of telegram from our agent at Eagle, reading as follows: "November third, ice moved Lightning half mile. Stopped in channel. Smith expects to leave fort."

From this telegram I would infer that the ice must have jammed above the Lightning & in breaking forced her down stream half a mile. I have no further reports from the lower river, and do not know the condition she is in at the present time. Smith arrived in Eagle yesterday on his way to Dawson, & on his arrival here, I will be able to give you more information regarding the above. The ice has been running an unusually long time this year, & I am anxious to hear as to the condition of the Kerr, although I have no fears as to her safety, as I consider that she is in much safer winter quarters than any boats wintering between here and Circle, but I would feel easier at mind when the ice stops running & I hear that she is frozen up for the winter.

Yours very truly,

PACIFIC COLD STORAGE CO.

Manager.

[Endorsed]: No. 2822. Claimant's Ex. 4H. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Claimant's Exhibit 4H. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 4I.

Nov. 7th, 1903.

Pacific Cold Storage Co., Tacoma, Wash.

Gentlemen: The condition in Dawson at the present time is a serious one, owing principally to our fate in getting shipments through, and the nonarrival of the Kerr, my plans for the winter have been completely upset. I figure that with the arrival of the Kerr, that we could have broken Kastner's contract, as they could not have made payment on account of the heavy expense up river. When I left on October 4th, for the Kerr everything looked favorable to my returning in not more than 12 days, & I left instructions to hold prices at 20 cents so as to force Nicols, who arrived with 150 head, & Gardner with 70 head, to sell at a low rate, & if possible buy Nicols entire shipment, if same was in good condition, in order to make up our shortage in live stock shipment. As you know, I was away

21 days and during my absence my instructions were carried out. If I had been on the ground myself I would have probably raised the price of beef 10 days earlier than we did, but could not have raised it to the price as recommended by the home office without instructions from you. The raising of the price at that time has no doubt caused a number of small shippers to place orders outside.

I have thought seriously of your recommendation of forcing Kastner & Lafrance to turn over their stock or the greater part of it at actual cost, or make an agreement with them to take over their entire stock & hold up the prices; as the situation is now I would not advise doing this as their shipment of 450 head has cost them far more than we could drive cattle in for during the winter, then again if we should take over their stock & set the price, the smaller shippers would be cutting into the market.

From the information that I have which confirms the information of Bartsch, in a letter to you from Vancouver, Kastner & Lafrance have some 350 head of cattle contracted to butchers here at from 20 to 22½ cents. The question now is, will they fill these contracts at that price, if they do they are going to meet with a heavy loss. I have been watching this very closely the last few days, & find that in some cases that they are filling their contracts, to just what extent it has hard to determine as yet.

Troughton, Lafrance & Oliver are here at the present time & Kastner is due tonight. It has just been reported to me that Troughton is on the creeks selling meat at less than 30 cents. We are trying to get an average of 40 cents on the creeks for beef and 30 cents in town, but I find that they are underselling us both in town & on the creeks, & I am thinking seriously of reducing the price to at least meet theirs, as there is no doubt in my mind that their object is to unload this band of cattle and get their money out as soon as possible, in order to meet their obligations, expecting to make further shipments over the ice this winter to supply butchers who have contracted with them.

According to my wire of October 27th, I think it advisable that we ship 100 head of selected steers, to dress at least 725 pounds on arrival here, and 300 sheep that will dress 30 pounds or better on arrival here; this shipment should be started as early as possible.

With our feed on the trail we should have no difficulty in getting this shipment through in good condition, at a cost of not more than 25 or 26 cents per pound dressed, as the cattle can be driven ahead to break a trail for the sheep. I would suggest that a team with a large sleigh come through from White horse with the sheep so that if any give out enroute they can be dressed, burlapped, & thrown on the

sleigh. I would suggest that a similar shipment be made in January; with these two shipments & the Lightning cargo we would be fairly well supplied.

We enclose herewith approximate memo. of the stock on hand Oct. 31st, and also list of the cargo on board of the Lightning, which we will be forced to have in order to save same.

There is one or two courses to pursue here at the present time, we have either got to make an agreement with our competitors to hold up the price, which in my opinion only encourages them in making further shipments or we will have to commence to fight them at once, as there is no doubt in my mind but that Kastner & Lafrance would not have been in a position that they are today if it had not been for the Pacific Cold Storage Co. And as you know my policy is that we should run independent of all competitors. I would suggest that we make no agreement with any of them but sail our own ship, of course this is a matter for you to decide and should like to have you wire me on receipt of this letter your decision in the matter.

Yours very truly

PACIFIC COLD STORAGE CO.

Manager.

[Endorsed]: No. 2822. Claimant's Ex. 4I.
Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r.

Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Claimant's Exhibit 4I. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 4J.

(Telegram.)

Oct. 3rd, 1903.

Pacific Cold Storage Co., Tacoma, Wash.

In compliance with your letter Sept. 17 arrival Robert Kerr will decide. Competitors of ours heavy expense delay White horse.

BRYANT.

[Endorsed]: No. 2822. Claimant's Ex. 4J. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Claimant's Exhibit 4J. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 4K.

(Telegram.)

Rampart, Alaska, 29 Sept 1903

Pacific Cold Storage Co. Dawson Y. T.

Steamer Kerr aground fifty miles below Circle City. Will not get to Dawson unless river should water on flats.

[Endorsed]: No. 2822. Claimant's Ex. 4K. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals, for the Ninth Circuit. Claimant's Exhibit 4K. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 4L.

(Telegram.)

Eagle, Alaska, 7 Oct. 1903

Pacific Cold Storage Co.,

Dawson Y. T.

Cudahy reports Kerr twelve miles below Circle. Will get through with assistance.

DAVIS RUNYAN.

[Endorsed]: No. 2822. Claimant's Ex. 4L. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Claimant's Exhibit 4L, Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit 4M.

(Telegram)

Eagle Alaska Oct 14 1903

Pacific Cold Storage Co., Dawson

Susie reports Lightning Circle Ninth Kerr Circle eleventh Later news to night Lots of ice

DAVIS RUNYAN

[Endorsed]: No. 2822. Claimant's Ex 4M. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington, Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Claimant's Exhibit 4M. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit No. 5.

Nov. 9, 1903.

Chas. E. Bryant, Dawson, Y. T.

How many tons cargo aboard Kerr. Give exact location. What crew remains aboard. Is she safe when ice breaks. How many tons aboard Barge. Give exact location. What crew aboard. Is she safe when ice breaks. How many tons aboard Lightning. Give exact location. What crew aboard. Is she safe when ice breaks. How much cargo cached and where. From which points can cargo be sledded to Dawson during winter, and at what cost from each point. Wire answer each question.

W. H. BOGLE.

[Endorsed]: Claimant Ex. No. 5. No. 2822. United States District Court. District of Washington. Northern Division. Pacific Cold Storage Co., Libellant, vs. St. Paul F. & M. Ins. Co., Respondent. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Claimant's Exhibit No. 5. Received Dec. 20, 1906. F. D. Monekton, Clerk.

Claimant's Exhibit No. 6.

Dawson, Y. T., Nov. 9.

W. H. Bogle, Seattle.

Eighty tons frozen meats aboard Kerr slough front Circle lee of island well moored before balance crew left mate engineer and two men aboard Captain Smith considers safe when ice breaks. Two hundred twenty nine tons aboard barge slough about five hundred yards from Fort Yukon well moored one man in charge. Is considered safe when ice breaks. Thirty nine tons aboard Lightning Washington Creek seventy five miles below Eagle. Captain aboard considered safe when ice breaks. Seventy tons cached opposite Washington. Can haul Lightning and cached cargo Dawson twelve half cents pound and Kerr cargo fifteen.

BRYANT.

[Endorsed]: 2822. Claimant's Ex. 6. United States District Court, District Court of Washington, Northern Division. Pacific Cold Storage Co., Libellant, vs. St. Paul F. & M. Ins. Co., Respondent. Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Claimant's Exhibit 6. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Claimant's Exhibit No. 7.

*In the District Court of the United States, for the
Western District of Washington, Northern Di-
vision.*

IN ADMIRALTY—No. 2822.

THE PACIFIC COLD STORAGE COMPANY
(a Corporation),

Libelant,

vs.

ST. PAUL FIRE & MARINE INSURANCE
COMPANY,

Respondent.

DEMAND FOR PRODUCTION OF DOCUMENT.

To the Pacific Cold Storage Company, the Libelant
above named, and to W. H. Bogle, Proctor for
said Libelant:

You and each of you will please take notice that
the respondent in the above entitled action, in addi-
tion to the demands herein already made, respect-
fully demands the production, for its inspection, and
to make copies if deemed advisable, of the following:

The telegram or telegrams sent by the Master of
the steamboat "Robert Kerr" to the libelant herein,
or its agent, during the latter part of September,
1903, in which it was stated in substance or effect,
that said steamboat was in safe winter quarters;

Also the letter or letters sent by said libelant, from its office in Dawson, Yukon Territory, to said libelant in Tacoma, Washington, during July, August and or September, 1903, in which it was stated in substance, or effect that it would be necessary to get said steamboat to Dawson before the close of navigation on the Yukon River, in 1903, in order that the boiler of said steamboat might be put in a seaworthy condition:

Also the letter or letters sent by said libelant from its office in Dawson, Yukon Territory, to said libelant in Tacoma, Washington, during the months of November and or December, 1903, and or the months of January and or February, 1904, in which it was stated in substance or effect, that the mutton forming twenty per cent of the cargo of said steamboat on the voyage aforesaid, was shipped from its port of departure on board of the steamship "Elihu Thompson" in an unsound, unsafe and unfit condition, that is to say, that said mutton was put into the refrigerator of the steamship "Elihu Thompson" just after being killed and before said mutton had cooled sufficiently to deprive said mutton of its animal heat, to the great damage and detriment of said mutton;

Also the sales' sheets showing the sales of meat from the cargo of the steamboat "Robert Kerr" on the voyage aforesaid, and before the arrival of said steamboat at Dawson, Yukon Territory;

Also the documents showing the amounts and values of the aforesaid cargo of said steamboat sent from Circle City to Port Gibbon, in the Territory of Alaska, and disposed of at said Port Gibbon;

Also the log book kept by the engineer's department on board of said steamboat on the voyage aforesaid, said log book showing that on said voyage the boilers of said steamboat began to leak three or four days after said steamboat entered the Yukon River and that it was necessary, because of the leaking of said boilers, for said steamboat to make frequent long stops in order to repair the tubes of said boilers to stop said leaking, and that, because of said leaking, said steamboat for a great part of said voyage, was unable to carry more than 80 or 90 pounds of steam pressure, although the usual amount of steam pressure carried in said boilers was from 140 to 150 pounds;

Also the ship's log book, and the official log book of said steamboat, for the voyage aforesaid, said log books showing that on said voyage said steamboat was compelled to and did make frequent long stops on said voyage, between St. Michaels and Circle City, because the draft of said boat was greater than the amount of water on the flats in Bering Sea near the entrance to the Yukon River, and at many points in said river;

Also the letter press copies of the aforesaid letters and telegrams from and to the persons aforesaid.

Demand is also respectfully made for a suitable opportunity within which to make such copies of the above mentioned documents as the respondent may require.

IRA BRONSON & D. B. TREFETHEN,
Attorneys for Respondent.

[Endorsed]: Claimant Ex. 7. In the District Court, etc. *Pac. Cold Sto. Co. vs. St. P. Fire & Marine Ins. Co.* Copy of Demand. No. 2822. United States District Court, District of Washington, Northern Division. *Pacific Cold Storage Co., Libellant, vs. St. Paul F. M. Ins. Co., Respondent.* Filed Aug. 29, 1905. A. C. Bowman, U. S. Com'r. Filed in the U. S. District Court, Western Dist. of Washington. Apr. 13, 1906. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Claimant's Exhibit 7. Received Dec. 20, 1906. F. D. Monckton, Clerk.

Exhibits

Exhibit C-11

(3)

2822

DM MORTY

R M HOPKINS Clerk

OCT 22 1904

U S DISTRICT COURT

DIST OF WASHINGTON

FILED IN THE

THE PACIFIC COLD STORAGE COMPANY

'S

vs

ROBEART MARINE INSURANCE COMPANY

FOR THE NINTH CIRCUIT

EXHIBIT 'C'

Page rec'd DEC 20 1906

R D MONCKTON Clerk

*Filed at Dist Court
Washington
and filed
with the
District Clerk
for the
Ninth Circuit
by
R M Hopkins*

ROBERT KERR

Steamer

ROBERT KERR

IN THE MATTER OF THE INSURANCE CLAIM OF THE PACIFIC COLD STORAGE
COMPANY, ON CARGO OF THE STEAMER, 'ROBERT KERR'

CANADA
YUKON TERRITORY } SS

Charles E. Wynne of Dawson, in the Yukon Territory,
Manager of the Pacific Cold Storage Company, being duly
sworn, says as follows.

I am Manager of the Pacific Cold Storage
Company, for the Yukon Territory. That the steamer
'ROBERT KERR', belonging to the said Company, sailed
from St Michael's Island, on the 28th of August, 1903,
bound to Dawson, laden with a cargo of meats, poultry,
conveying supplies and produce for said Company.

The said steamer, on her way up the Yukon
River, was stranded on a gravel bar below Circle City,
Alaska, in the main channel of the river, in a most dan-
gerous position, and in order to release her from her
perilous position, it was necessary to lighten her cargo.

The steamer 'LIGHTENING', with a tow, was
chartered and the cargo was transferred from the steamer
'ROBERT KERR' to Circle City, where it was divided between
the 'LIGHTENING' and barges and the steamer 'ROBERT KERR'.
After the division of the cargo, as aforesaid, it was found
that owing to the condition of the river, it would be
dangerous for the steamer 'ROBERT KERR' to proceed
to Dawson, and for this reason she was put into the
strait at Circle City, for the proper protection of
herself and cargo, at that time. In position there
until she a fortious one at the head up of the Yukon
river, in the Spring of 1904, and, after in her
present position, she is in danger of being lost
with her cargo in the Spring, and it is necessary for the
proper protection of the cargo, to remove it and deliver it
to Dawson over the ice.

The steamer 'LIGHTENING', with her
tows, was unable to get to Dawson, owing to the
state of the river, and so was lying in a dangerous
position in the main channel of the Yukon river and it was

necessary, in order to have the cargo from total loss, to
 remove same and have same on file to Dawson
 "HAT THE CASE OF THE FAILURE OF THE STEAMER
 'ROBERT KEPP' TO REACH DAWSON AS I SERIOUSLY BELIEVE WAS
 THE ABANDONING OF THE STEAMER ON THE GREAT RIVER, &
 AFORESAID."

(Signed) To Hon. E. Bryant
 Subscribed and sworn to before
 me, at the United States Con-

sulate at Dawson, on the
 Yukon Territory, this 5th day of -
 March, A. D., 1904.

(Signed) Chas. A. McEwen
 Acting Consul of the United States of
 America, at Dawson on the Yukon Territory

Personally appeared before me, the undersigned notary public, Charles Richardson, who deposes and says

That he, or now, and has been for four years past, President of the Pacific Cold Storage Company, and in active charge of the business of said Company, that at the time of the stranding of the steamer "ROBERT FERRIS" on the Yukon, in the fall of 1903, he was advised fully of the situation by the officers of said steamer, and by Capt. Kamie of, seven steamers of the Yukon and Navigators Company operating steamers of the like kind, that he consulted with the manager of the Pacific Cold Storage Company, at Dawson, and others, as to whether the cargo of said steamer was in a safe position and liable to be destroyed if not removed, that without exception he was advised that there was little chance of saving the cargo, unless removed. Several experienced Captains of similar steamers, who knew the situation, advised affiant that it was almost certain that said cargo would be lost, unless removed, that affiant ordered the removal of the cargo, after the most careful scrutiny in order to save it from loss, believing it worth for the little interests of the insurance and the company that it should be removed.

That affiant was so fully conversed of the danger to the cargo and the steamer that he gave orders not to purchase a cargo for a vessel, such as the Yukon, until the safety of the steamer was determined, thereby only being able to make one trip for the season.

Affiant further says that on several occasions he discovered the existence of the necessity and availability of removing the cargo of the "ROBERT FERRIS" with provisions of the firm of Hartson & Company, and then advised affiant to do what he considered best for the safety of the cargo, so affiant was familiar with the situation and could determine what course was best to take.

That no one was there when the cargo was in Hartson & Company, or their agents deny that the cargo was in

haul, or deposit a haul so to the necessity of its removal. That in removing the cargo a great article upon the west quadrant and took the same course with it that he should have taken if it had not been moved. This affair disclosed the inability of removing the cargo with the steamer, in San Francisco, in Calaveras, and in approval of the course being taken, and gave me a letter to the correspondent in London, who he paid, would do all he could to obtain an advance from newspapers to assist in paying the expenses of removing the cargo that appeared to understand all things that the course that has been taken with the cargo, has been with the sanction and approval of the agents of the proprietors.

(Signed) Charles Richardson

Subscribed and given to before
me this 16th day of July 1844

(Signed) Stanton, & Wood.

Notary Public, and notary for the

State of Washington, residing at

Bozome, Pierce County, in said State

DISBURSEMENTS

DISBURSEMENTS

567	Voucher # 2652. Dominion Government Telegraph Service Telegram to Pacific Cold Storage Company at Dawson, from Smith, Master KERR; at Rambart, September 29 th (Remainder of voucher excluded)	576
22778	Voucher # 2806 - Ditto. Delegations - From Stinger at Eagle to Pacific Cold Storage Company, at Dawson, Oct 1 st Pacific Cold Storage Company at Dawson, to Stinger at Eagle, Oct 1 st Pacific Cold Storage Company at Dawson, to Bunyan at Eagle Oct 3 rd Pacific Cold Storage Company at Dawson, to Lynart at Dawson, Oct 5 th Bunyan at Eagle to Radford at Dawson, Oct. 7 th Pacific Cold Storage Company at Dawson to Bunyan at Eagle, Oct 7 th Pacific Cold Storage Company at Dawson, to Pacific Cold Storage Company at Dawson, Oct. 8 th 8 th	123 95 130 409 95 95 639 1586
23354	Continued	
	Carried forward	

GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

FORWARDING
CARGO OWNERS

576

576

DISBURSEMENTS

233 54	Receipt forward.	
	Dominion Government Sledge, Service, cont'd	
	Forward	15 84
	Smith at Banhart to Pacific Cell Storage	
	Company at Dawson, Oct 10th-	2 34
	Pacific Cell Storage Company at Dawson, to	
	Smith at Banhart, Oct 10th	3 10
	Pacific Cell Storage Company at Dawson, to	
	Dunham at Eagle, Oct 14th	1 23
	Pacific Cell Storage Company at Dawson, to	
	Ervant at Eagle, Oct. 15th	1 02
	Pacific Cell Storage Company at Dawson to	
	Dunham at Eagle, Oct 20th.	95
	Dunham at Eagle to Pacific Cell Storage	
	Company at Dawson, Oct 20th.	4 17
	Ervant at 40 Mile, to Pacific Cell Storage	
	Company at Dawson, Oct 21st	75
	Pacific Cell Storage Company at Dawson to	
	Dunham at Eagle, Oct. 24th	1 79
	Dunham at Eagle to Pacific Cell Storage	
	Company at Dawson Oct. 26th	1 09
		34 00
		1
	Balance of voucher	195 69
		227 78

GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

FORWARDING
CHARGE

OWNERS

5 76

34 09

193 69

5 76

34 09

193 69

DISBURSEMENTS

23354

Transport forward.

Invoice # 27-2.

55-

to E. Bryant

See Receipt and transportation across
 Caron, of E. Bryant

550

314270

Trucker # 2887

to E. Bryant

Statement of Expenditure of \$3000. advanced
 by Dawson Office of Pacific Red Storage Co.
 for to Captain, & Mr Smith

2750 00

Steamer "LIGHTENING"

2500

W. Adams, the cargo vessel @ \$700

10150

Common Government cigarettes: Source at:

Forty mile for telegram

1820

E. B. Thompson, Forty mile, supper, etc

and breakfast for self and guide

1000

Army Station, guide

Three 2 horses, guides home and expenses,

Forty mile to Dawson

5000

to in Tule, meals and horse feed

400

renting expenses of E. Bryant

314270

338174

Carried forward

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

EXTRA
FORWARDING
CHARGES

OWNERS

76

84 00

193 69

5 50

112 20

29 78

5000 77

117 96

60 32

3104 46

DISBURSEMENTS

3381-4

Enough forward

350 00

28 Dyant, Mangen Pacific Bell Service &
Sine - with to 25th October, 1903

350 00

2317 50

Traveler #2858
Kington & Co. Smith

Man paid off at 'ROBERT KERR'

5 Terren \$150 for month \$345 00

4 2 Longdo 150 " 235 00

10 Murray 75 " 185 00

Expenses at Dawson 65 50

Mail carrier, fee for carrying telegram

to Vancouver 5 00

James Stagg's watchman, meal 34 00

Andrew Gordon, cook for expenses of men on

'ROBERT KERR' to be accounted for later

Stewart 'LIGHTENING', cook 140 00

78 00

latter and fuel and cost King man for breakfast

myken Creek (Kunsten quarters) 10 00

Back to De Vancouver at Vancouverian Creek 5 00

Back to Reg's office

1 000 00
2317 50

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

EXTRAORDINARY
FORWARDING
CHARGES

OWNERS

117 96

69 32

3194 46

100 00

250 00

5 06

12 00

2302 50

222 06

419 32

5206 96

DISBURSEMENTS

6045 Brought forward

1892 47

of Jan 2850	
Wako Tungian	
Beligama to	
Bovant at Fiki Mule	70
" " Lawson	95
" " Foki Mule	82
" " "	77
" " "	203
" " Lawson	102
" " Fiki Mule	70
Secretary of Spicing, Washington	48
Balance of voucher expended	1875.00
	<u>1892.47</u>

2295

Tancheu 7/1899
 Common Government Beligama Service
 of work message to Abscondit Beyle,
 Cartte, from Manager Bivant, Lawson

1891 64

Bavuk Timurak

†
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

‡ EXPENSES
FORWARDING
CAPS

OWNERS

2:276

320 32

549696

54 47

187500

2205

22206

32074

737196

DISBURSEMENTS

7971 66

Barrick forward.

voucher # 504

+ 42 85
 1st Amusement Machine & Transportation Co
 Denver, for Kington and Schultz, to
 our in charge of ROBERT KERR

 42 85

+ 95 80

Grafe Cold Storage Company

1 head 1/4 beef
 mutton
 pork bones
 Ven. legs
 Beef bones

42 00
 20 00
 6 60
 9 60
 17 10

 95 80

5 66

oucher # 10909

Denver Government Telegraph Service
 Mar 16th Overhauls Cold Storage Co,
 Dawson from tent at Esau.
 Mar 21st to tent, at Eagle from Bryant
 Dawson
 Mar 21st to Bryant, Dawson from tent, Eagle
 Mar 30th tent, Eagle from Bryant, Dawson
 Mar 31st, do Bryant, Dawson from tent Esau.

144
 102
 95
 30

 5 66

811597

Barrick forward.

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

Exp. ...
FORWARDING
"ARND"
OWNERS

222 76

376 74 7371 96

42 85

95 80

5 26

222 06

35 65

382 40

7371 90

DISBURSEMENTS

8. 5

Brought forward

118 57

Invoice # 2042

Insurance Marine, 8/1/6

Shipping up Siam, etc. for 1911, 1912

LIGHTENING 1912

13 75

Toucher # 2084

Ships & Stores

Shipping repairs and fittings for vessel

with Storage Siam, fittings outfit

Land Fuel

4 50

Toucher # 2177

Insurance Siam

Ships & Stores, maintenance, 1912

1912

Final adjustment

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

EXPENSES
FORWARDING
CARGO OWNERS

222 96

138 65

382 40

7371 96

118 50

13 75

4 50

222 06

138 65

519 15

7371 96

DISBURSEMENTS

8252.71

Brought forward

Toucker #2088

10255.83

72 Ford

Total delivered from steamer LIGHTENING

"8891 lbs @ 13¢

10255.83

500

Toucker #3000

Q 712 Brown

Tundry, rubber and repairs on pump etc.
are out of it500

170

Toucker #3019

Donner's Government Telegraph Service

Sikapan to Ubyant, Navas on Ford

Sogã

Trade with Storage Company Navas on

Ford Ford, Sogã Navas

170

18515.25

Brought forward

1000

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

EXPERIENCE
FORWARDING
CARGO OWNERS

222 96

138 65

519 15

7371 96

10255 83

5 00

222 06

138 65 10 781 68 7371 96

DISBURSEMENTS

185/525

Bought forward

757/488

Forward # 3084

25 71 Ford

Balance from statement ROBERT RERR at

Leeds Bk.

47 343 lbs @ 110

2574 88

265

Forward # 3103

amount Forward Cleeve & Sonnet.

Wiganmo to

Beattie & Co Storage Co, Dawson from Ford. Bagle

ford. Bagle from Bryant, Dawson

Bryant Dawson from Ford. Bagle

265

7350

Forward # 3043

7128.4000 Transmiree Co

Supply Co for man in charge of meat truck

Wagon Westlake

Supply Co - extra

7350

900

900

12
GENERAL
AVERAGE2ND GENERAL AVERAGE
DURING WINTEREXPENSES
FORWARDING
CARGO

OWNERS

222 96

138 65

10781 68

7371 96

7574 88

2 65

78 50

222 06

138 65

18432 71

7371 96

DISBURSEMENTS

26166 28

Brought forward

oucher # 3175

Patula & Biddle

Babalawana at St. Yr. Ford. Trucking

contract, drawing up and delivery

contract

-Bkts. re LIGHTENING

150 00

200 00

350 00

350 00

-oucher # 3182-

Dominion Government Telegraph Service.

Telegram to

Fred Eagle from Pacific West Storage Co. Dawson

Pacific West Storage, Dawson from Ford.

Pacific

95

95

90

10 50

oucher # 3127

Sunday School

Burlonauy Ford. old. Alvarado's from

Sheridan, Alvarado

10 50

5 00

oucher # 3157

Tuesday after

Sunday at St. Yr. old, Alvarado's from

Sheridan, Alvarado

26533 68

Grand Total

GENERAL AVERAGE	2nd GENERAL AVERAGE DURING WINTER	EXPENSES FORWARDING CAPCO	OWNERS
-----------------	-----------------------------------	---------------------------	--------

222 96

138 65

18432 72

7371 96

200

150 00

1000

10 50

200

422 06

138 65

18600 11

7371 96

DISBURSEMENTS

26533 65

Sungkit from ind

12410

Voucher # 3286

Keuntungan Berangkat Keluar di Benewa,
 Keluaran ke ind. for food, delaware
 from steamer & steamer

475

Voucher # 3302

Sunday Labor
 Sinding Ind. & P. K.
 also

Keuntungan pada di ind.

28655 05

Voucher # 3323

12 410

Keuntungan ke Keluaran from steamer "KERR"
 Keluaran ke Keluaran from steamer "LIGHTENING"
 Keluaran ke ind. from steamer "KERR"

• • • • •	"LIGHTENING"	158.14
• • • • •	"KERR"	238-
• • • • •	"LIGHTENING"	17.14

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

EXPENSES
FORWARDING
CARGO

OWNERS

737196

2440

475

28055

42296

13865

4727231

737196

D E B I T S

UT 205 83

Mountain View

January 77

5000 Island US Collection of Becklin
 yellow, white, purple sent to ROBERT
 KERR by Bob's team

125

1-2000

Station # 3333

Ben D. Rowan

transformation by release of new to
 hand-drawn plan from Rowan to Kerr,
 consisting of sections. Ben, Greenman,
 Horn, Tallon, Brian, Butler, Hoover, and
 Jack. Bank, known, Tracy, Green and
 Newman

2000 00

08 00

Goods sent from ROBERT KERR sam-
 ple, and name of men in charge
 Butler

1 20

Newton

2 50

2 Red Kerns

44 10

2 Frogs

2 30

57-285

David Rowan

1st
GENERAL
AVERAGE2nd GENERAL AVERAGE
DURING WINTEREXPENSES
FORWARDING
CARGO

OWNERS

422 26

138 65

47272.31

737196

1.5

2000

68 00

422 06

2217 00 47272.31 737196

DISBURSEMENTS

57285 12

Brought forward

+ 146 97

Redwood from "ROBERT KERR" cargo

Wage Butler

Mutton

2 Ducks

1 fore quarter Beef

2 pieces Bacon

1 Pork loin

3 Fowls

1 YAL

2 Mutton

1 Mutton

146 97

9 60

+ 172 50

- Debt -

2 Mutton

1 Mutton

1 Mutton

1 Fore Quarter

1 Fore Loin

1 Fore Quarter Beef

1 Bacon

3 Fowls

1 Mutton

1 Fore Quarter

1 Fore Quarter Beef

2 Fowls

Brought forward

172 50

25

100

100

100

1927
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

EXPENSES
FORWARDING
CARGO

OWNERS

422 96

227 90

47272 31

7371 96

14897

422 06

2364 8 - 47272 3

- 371 96

DISBURSEMENTS

57 504 55

Brought forward

Find. used from ROBERT KERR cargo acctd

forward

34 10

5. Kuleso 0.2222

5 140

22. 28

3 05

2 55

Forward of 23/0

59 00

S H Bomonson

labor paid at Urokingoten Quait, making cargo from steamer LIGHTNING to Bani.

29 00

15 75

Forward of 23

- Batta.

expenses of Batta at Urokingoten Quait

15 75

80 80

Forward of 50 80

- Batta.

for share of various articles of Batta forward.

80 80

57 600 55

Balance forward

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

EXTENDING TO
FORWARDING
CARGO

OWNERS

42296

236487

477281

737196

72.50

89.00

15.75

20.50

42296

236487

477281

737196

EXPENSEMENTS

5-6525

Brought forward

Account # 2228

253

1000 3000

Expenses of N. S. S. S. S.

Flour

Butter

Wheat

5.00
1.00
1.00
2.00

* For bookkeeping of men at Washington
D.C.

113 92

Books used from Washington

Wash. D.C.

1000 3000

1000 3000

1000 3000

1000 3000

1000 3000

1000 3000

1000 3000

1000 3000

1000 3000

1000 3000

1000 3000

1000 3000

57821 0-

Account for...

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

EXPENSES
FORWARDING
CHARGES OWNERS

422 96

2537 37

47337 26

737196

8 50

18392

422 96

2537 37

47337 26

737196

DISBURSEMENTS

57841 95

Brought forward.

12500

To Cash on Receipts

To 2000 on order

By Cash on order of cargo, in steamer

ROBERT FERR

NOTE

Rendering cargo in LIGHTENING and
 CASHING same, watching cargo and
 superintending stevedores to 5000 14th
 set down to S. T. N. P. 21 2500 per An
 month

4500 00

To Cash on Receipts

By Cash on order of cargo, in steamer

ROBERT FERR

NOTE

Rendering cargo in LIGHTENING and
 CASHING same, watching cargo and
 superintending stevedores to 5000 14th
 set down to S. T. N. P. 21 2500 per An
 month

23000 00

Brought forward

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

EXPE'S
FORWARDING
CHARGES

OWNERS

422.96

2537.37

47509.68

737.96

725.00

4500.00

4022.06

253.37

47534.8

737.96

RECEIVED

42060

ORIGINAL RETURNED

10/2/52

3 men were taken to identification
 hospital to meet the doctor & the nurse
 who were 'ROBERT KEE' and 'GARY' at Fort
 Warren. The doctor, Robert KEE was known to
 have been in the field in Germany
 from 1944 to 1945 in the 4th
 Army.

4224

James A. Kelly was found at Pearl Harbor,
 and sent from Oahu to the hospital, to
 the relief of 'ROBERT KEE'
 and Gary. James A. Kelly was
 known to be in the field in
 Germany from 1944 to 1945 in
 the 4th Army.
 Robert KEE was known to
 have been in the field in
 Germany from 1944 to 1945 in
 the 4th Army.
 Gary was known to
 have been in the field in
 Germany from 1944 to 1945 in
 the 4th Army.

45000

ORIGINAL RETURNED

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

EXPENSE
FORWARDING
CARGO

OWNERS

4921 06

2537 37

48234 68

7371 96

169 50

11022 06

2706 87

48234 68

7371 96

DISBURSEMENTS

65960 81

Brought forward

Chicago, continued

Brought forward

2 Messmen Mess-men

Aldred & Jackson, deck-hand

Olas Peterson

Ora Thorskaell

A. E. Anderson

A. E. Anderson

Fred Barker, (port)

S. E. The Sincerely Mess-men

A. E. Anderson, Parkville

A. E. Anderson, West. Island.

March to 23rd May

2724 34

+ 3500

Judge May Cook.

Part of cabin for news of steamer "NEPTUNE"
 KERR in passenger, from Oct 12th to
 May 1, 1904

3500

+ 59 50

Travelling notes

Book food, laundry, etc.

Sept 1903

59 50

66005 3

Brought forward

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

EXPER. SU
FORWARDING
CARGO

OWNERS

492296

270687

4823458

737196

258034

14400

3500

5050

1022 23

538 71

48234 58

751596

DISBURSEMENTS

6605531 Brought forward.

+ 11 00 1/2 hr. fixation fee.

Expenses for material - various items
100 lbs. potatoes

52 00

5 00 Judge B. Daykool

do making and taking out to Wisconsin
District

5 00

+ 52 50

3 710 Carthy
taken from Feb. to Jan 8th, inclusive.

21 days @ \$ 2 50

52 50

242 50 J. B. Brusher

Kabot on stream ROBERT 200 and 10
Washington Creek from 242 12 18 to
Dec. 27th. 1903 12 @ \$ 25 less minor

222.00 from 17th October

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

EXPENSES
FORWARDING
CARGO

OWNERS

4922 96

5301 71

48234 68

757596

11 00

5 00

52 50

170 00

72 50

14027 06

54445 21

48454 68

7588 46

DISBURSEMENTS

March 1902

Brought forward

+ 1000 00

Freight on - boxes. Cotton, 11 lbs. 1st
class

2. 10

- 2. 10

+ 32 00

S. S. Johnson

4 boxes wood for ship's use

32 00

+ 551 39

Boston Commercial Co

Invoice of crew of steamer "ROBERT TOWN"
 based at Seattle City, and sent from Seattle
 for. by stage, via city of steamer
 and cargo

551 39

+ 640 00

North American Trading & Comm-

mercators Co

purchase of stores from Vancouver 1st
 to May 15th 1902

640 00

57603 15

Carried forward.

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

3rd GENERAL
FORMAQUIN
CARSO

OWNERS

4027 96

5445 21

4840 4 68

7588 46

7 25

21 00

557 39

640 23

227 06

658: 08

2840 68

588 46

DISEURSEMENTS

6/603 18

Brought forward

10 25

With Amey in Chaling's transportation 8
4 1/2 lbs flour

* 3 cans 77 1/2 lbs

3 76

* 1/2 price for cans sent to the steamer

10 5

2 1/2 Bush, 77 lbs

Traveling expenses N. Moore, Yakon
Sontung to Rade etc. to relief of
steamer and cargo

50 50

7 823 3/4

7. Two persons

Expense of stranded steamer, from
K. L. L. 23rd, 1903, showing from
base of Yukon River, practically
from currency, etc. to May 2nd
now in relief of cost steamer, from
loss or damage by break up of
ice in Yukon.

(Allow from 11th October 1903 to 5th
May 1904)

68 487 57

Brought forward.

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
CURING WINTER

EXPENSES
FORWARDING
CHARGES OWNERS

4927 76

6632 08

48404 68

7588 46

10 75

50 40

74 00

76 54

DISBURSEMENTS

68487 6"

Brought forward.

+ 1800 00

11th & 12th Bisco, Pilot

Gomero on relief of steamer and

cargo

change to Gomero, ordinary fuel & oil.

Gomero

1800 00

+ 1235 00

A. B. Stewart, 2nd Engineer

Gomero on relief of steamer and

cargo Sept 22nd, 1903 to May 27th,

1904

(allow from 11th Oct to 23rd May)1235 00

- 1646 48

E. de S. de M. M. M. M.

Services to Master of the stranded

steamer, from Sept 22nd, 1903 to

May 27th, 19041646 48

change to Gomero, from 23rd Oct 1903 to
 11th Oct 1904 from 13th Nov, when
 steamer arrived at Lavoura, until
 27th Dec, when he got out again to
 the coast

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

3rd GENERAL AVERAGE
FORWARDING
CARGO OWNERS

4927 96

7490 23

48404 65

7664 80

900 00

900 00

1125 00

1100 00

1346 48

300 00

4027 06

1086 71

4820 68

8974 80

DISBURSEMENTS

73169 15

Brought forward.

1-599 03

Freight to U. Storage Co.

7 Quarters Beef

Grease

13 Truckton

Spice

16 K. Beans

7/28 Butter

Lunch

2 horse shoe chucks

302 00
4 00
100 00
8 00
21 00
78 40
2 50
50 20
599 3

(Brought to steamer in London Quarters)

15 50

L. St. Quency

Expenses taking provisions to S. St.

Sammerson's Mt. Washington Park

15 50

4 00

N. S. Bowker

1 cart from to Sammerson

4 00

1st
GENERAL
AVERAGE

2nd GENERAL AVERAGE
DURING WINTER

3rd GENERAL
FORWARDING
CARGO

OWNERS

402796

108671

484044 68

897480

59903

1550

4000

402796

1146072

4842218

897480

DISBURSEMENTS

73787 1/2

Paid forward.

+ 1500 00

Northern Commerce

for

General, sundry steamer 'ROBERT KERR' and cargo, by steamer 'ROCK ISLAND', in attempt to release from wharf at Grand on the Nelson river on September 1903

1500 00

50 00

1.1.1904

Obtaining the adjustment (5 copies)

50 00

500 00

For various consultations with both parties and correspondents, examining a large number of vouchers included in the adjustment and drawing up the adjustment

575837 68500 00

500

1st GENERAL AVERAGE	2nd GENERAL AVERAGE DURING WINTER	EXPENSES FORWARDING CARGO OWNERS
---------------------	-----------------------------------	----------------------------------

4927 96	11460 74	48424 18	8974 80
---------	----------	----------	---------

1500 00

1st GENERAL AVERAGE

5100

\$ 6432 96

2nd General Average

110 00

235 00

\$ 11570 74

EXPENSES FORWARDING CARGO \$ 48809 18

OWNERS 18974 80

DIV. 310: OF THE 1st GENERAL AVERAGE

VESEL: 1st Bonus: Average as stated \$ 6482.91

Value at

CARGO FORWARDED

Value at Dawson

\$ 3071.25

also

Wells

\$ 5000

\$ 15000

also

Freight & Passes

\$ 10000

\$ 10000

Value at Dawson

\$ 14572

also Wells

\$ 2172

\$ 4860

\$ 10000

DIVISION OF THE 2nd GENERAL AVERAGE

1st Bonus: Average as stated \$ 11570.74

VESEL

Value at

\$ 10000

CARGO

Returned by 'ROBERT TERR'

Value at Dawson, as above.

\$ 14360

15000 p/s 101500

80755
99555

546744
6148296

15000

896493

4360
9380

20581
9380

FORWARDING EXPENSES

To station.

\$ 48500 12

To no valuation appears in the policy. The value of the shipment must be reported and recorded in this, deducting the freight cost plus the cost of insurance.

Freight cost	\$ 625 ⁰⁰ -
Amount of Insurance	<u> 200</u>
	<u>\$ 6854⁷²</u>

- In cost amount	\$ 60000
\$ 9054 ⁷² pays	<u>\$ 48800 18</u>
\$ 60000 insured in freighter pays	<u>\$ 44728 90</u>

1005

SUMMARY

1st General Average on \$2120 (as stated)	\$ 546.41
1/2 certificate value, \$80,755	
Days as above 754 1/2	
\$60000 amount will pay in proportion	\$ 4052.22
2nd General Average on \$2120 (as stated)	\$ 2605.81
\$ amount as due... \$6547.22.	
Days as above 754 1/2	
\$60000 amount will pay in proportion	\$ 2397.18
Forwarding expenses (as stated)	\$ 4472.80

July # 27, The St Paul Fire & Marine
 Co. City of \$6000 freight, as above. \$ 5718.2

\$ 4062 22 +

2397 18 +

44 28 90
\$ 5188 30

San Francisco October 4, 1904

F. Willeson
J. H. W. W.

Exhibit "A"

EXHIBIT "A"

Exhibit

11

Folio

/

Re Steamer "Robert Kerr" Trip Etn.
Cost of Cargo Ship's Tackle St. Michael.

Alaska.

Boatman Inv ^y 310, July 30, 1908.	2047	14407.	286	93
18 boxes grease	2034	2200	265	78
39 " " " "	2123	0400	406	25
1000 rolls muslin. Deyun	102928	0200	2584	75

Boatman Invoice 309, July 30, 1908	5396	1707	921	63
51 boxes grease				

Boatman Invoice 344, October 5, 1908.
additional charge on 100 cases

187 21

Boatman Invoice 307, July 30, 1908	4002	1585	634	15
40 boxes oil, St. Odessa	6359	1010	642	18
62 boxes blue muslin	12481	1081	1162	60
100 cases	3254	1506	494	66
96 pieces half size rubs	9360	1653	1057	65
105 pieces half size	9402	1587	1585	33
98 boxes glue	5790	1970	1027	55
187 boxes shingles	84209	09576	8064	70
1880 muslin	28352.	285	6192	25
249 boxes turkeys	4008	1704	718	91
106 boxes packing chickens	3900	1210	475	36
39 boxes ham skinning	19228	1404	2572	05
500 packages horklona				

Boatman Invoice 306, July 30, 1908.	57	445		
2 dozen muslin. Alaska.				
1 year canvas				
1 roll 1 1/2 feet muslin				
2 extra 100% den. fine canvas shade				
1418 100% den. muslin	570			
freight on same as of material				

Boatman Invoice 305, July 30, 1908.	170112.	114451	12401	27
384 muslin. half	23992.	26525	788	41
1004 boxes muslin	40000	24	495	44
507 cases muslin. 1/2 size. coat	343	06	20	42
10 rolls of cloth	100000	44	2213	00
1000 cases muslin	200000	44	4653	60
1923 packs oak				

Boatman Invoice 224, August 5, 1908

21	8	25
64572	20	

CARGO AND FREIGHT
ENGLISH FORM

No. 360

Saint Paul Fire and Marine Insurance Co.

ST. PAUL MINNESOTA

PACIFIC DEPARTMENT

319 California Street, San Francisco
M. C. HARRISON & CO., General Agents

TO

Pacific Cold Storage Co.

Vessel Elihu Thompson.

\$60,000 at 1.50. Prem., \$900.00.

Dated July 30, 1903.

[Endorsed]: Filed in the U. S. District Court, Dist. of Washington, Oct. 22, 1904, R. M. Hopkins, Clerk. A. M. Moore, Deputy.

No. 1417. U. S. Circuit Court of Appeals for the Ninth Circuit. Exhibit "B." Received Dec. 20, 1906. F. D. Monckton, Clerk.

Agents to be Notified.

London.....Wentt & Co., 16 Throgmorton Ave., London
Liverpool.....Wentt & Co., B 32, Liverpool & London Chan-
bers, Liverpool.....

Other Ports In

the United Kingdom.....Reed & Co., 16 Throgmorton Ave., London
Hamburg.....H. H. Meyer & Co., Bismarckstr., Hamburg
Bremen.....H. H. Meyer & Co., Bismarckstr., Bremen
Havre.....E. Rose, Comite des Assurances Maritimes, Havre
Bordeaux.....L. Dubreuil, Comite des Assurances Maritimes,
Bordeaux
Marseilles.....Chas. Vireaux, Marseilles
Amoy.....L. H. van Zeeburg & Pils., Amoy
Canton.....L. H. van Zeeburg & Pils., Amoy
Rotterdam.....Warrnurszle & Son, Rotterdam
Cebu.....Christophe Mihoroff, Cebu
Other Contri-
ental Ports.....Wentt & Co., 16 Throgmorton Ave., London

Settling Agents.

Wentt & Co., London

Losses to be Paid by Either of the
Following Banks:

Kleinwort Sons & Co., London,
Martin Frenking & Co., Hamburg,
Messageries Maritimes, Paris,
Parnacis & F. Sallers, Paris,
H. Albert, Debiary & Co., Antwerp,
Amschermische Bank, Amsterdam,
Doiwall & Co., Ltd., Yokohama,
or
Kobe
Chartered Bank of India, Australia
and China.

Yokohama.....Doiwall & Co., Ltd., Yokohama
Kobe.....Doiwall & Co., Ltd., Yokohama
Nagasaki.....Holme, Rieger & Co., Nagasaki
Shanghai.....Doiwall & Co., Ltd., Shanghai
Hongkong.....Hongkong
Manila.....
Valparaiso.....Kunst & Albers
P. Arthur.....Kunst & Albers, Valparaiso
Run no Chinese Bank
Other Oriental Ports, Doiwall & Co., Ltd., or Kunst & Albers, as above
Australia and New Zealand.....W. P. Grace & Co., Sydney and Suburges, Union Bank of Australia
West Coast of South America.....North Queensland Ins. Co., Callao and Valparaiso, W. P. Grace & Co.

Exhibit III

CERTIFICATE OF CLAIM

PER STEAMER "ELIHU THOMPSON"

Certificate of claim under policy #360,1590, of the St Paul Fire & Marine Insurance Company, insuring \$60,000 on Meats, merchandise, Cannery Supplies and Produce, per Steamer "ELIHU THOMPSON", and connecting steamer, from Tacoma and/or Seattle to Dawson, Yukon Territory.

Free Particular Average under 20%, whilst on the Yukon River, unless caused by fire

The policy contains the following clause:

"It is hereby understood and agreed, that in case of a claim for loss or damage under this Policy, the same shall be reported as soon as the Goods are landed, or the loss known to M. C. Harrison & Co., to whom proofs of loss must, in all cases, be submitted for verification, and that all claims hereunder will be paid in gold on presentation of Certificate of Approval of a competent Adjuster to the loss, at Seattle, Wash., or at San Francisco, Cal."

By consent of the Insurers and Insured, the undersigned was appointed to adjust the claim under the above policy and I hereby certify that the amount due the Pacific Cold Storage Company, under the said policy, is \$51,188 30.

The particulars of the accidents
and the resulting expenses infer
to my statement of this date

San Francisco October 27th. 1904

E. J. McCarroll

Adjusted

Dec 20 1906
 Received
 F. D. MONTGOMERY, Clerk

EXHIBIT
 FOR THE NINTH CIRCUIT
 U.S. CIRCUIT COURT OF APPEALS
 No 1417

FILED IN THE
 U. S. District Court
 DIST. OF WASHINGTON

OCT 22 1904

R. M. HOPKINS, Clerk

a n moore
 Deputy

2822 ^{Jt}Exhibits "A" "B" & "D"

in

Pacific Cold Storage Co

vs

St Paul Fire & Marine Co

FILED IN THE
U S District Court,
DIST OF WASHINGTON

OCT 24 1904

R.M. HOPKINS, Clerk

A. N. Moot
deputy

Exhibits A, B, & D

CERTIFICATE

United States of America
 District of Washington } ss.

I, R. M. HOPKINS, Clerk of the District Court of the United States, for the District of Washington, Exhibits A, B, C and D, together with the papers separately set forth do hereby certify that the foregoing attached papers constitute the COMPLETE RECORD in cause No. 2822 wherein Pacific Cold Storage Company, is Libellant.

and The St Paul Fire and Marine Insurance Company, is Respondent.

Including all papers filed in said cause, and all orders, judgments and decrees made and entered by the court up to and including the 2nd day of March, 1905, and that this record is made up and certified for the purpose of transferring said cause to the United States District Court for the Western District of Washington, pursuant to the seventh section of the Act of Congress, approved in and to give Washington into two judicial Districts, approved the 2nd day of March, 1905.

In testimony whereof, I have hereunto set my hand and affixed the seal of said District Court,
 Seal This 7th day of March, A. D., 1905.

R. M. HOPKINS, Clerk
 By WILLIAM C. BULLOCK, Deputy Clerk